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TIME-TABLE.

	A.M.	A.M.	A.M.	NOON	P.M.	P.M.	P.M.	P.M.
Kowloon .....dep.	6.41	9.15	10.28	12.00	1.18	4.34	5.27	7.09
Yaumati .....dep.	6.51	9.25	10.38	12.09	1.27	4.43	5.37	7.20
Shatin .....dep.	7.08	9.38	10.50	12.21	1.39	4.55	5.50	7.33
Taipo .....dep.	7.17	9.52	11.03	12.34	1.53	5.08	6.03	7.45
Taipo Market ...dep.	7.22	9.57	11.08	12.38	1.56	5.12	6.07	7.49
Fanling .....dep.	7.33	10.06	11.19	12.48	2.06	5.23	6.17	7.59
Sheung Shui ...dep.	7.38	10.13	11.23	12.52	2.10	5.27	6.21	8.03
Shum Chun .....arr.	7.44	10.19	11.29	12.58	2.16	5.33	6.27	8.09

	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.
Shum Chun.....dep.	7.22	8.06	10.37	11.40	2.58	4.36	5.12	6.05
Sheung Shui ...dep.	7.29	8.13	10.44	11.47	3.05	4.44	5.19	6.12
Fanling .....dep.	7.38	8.18	10.48	11.51	3.10	4.49	5.23	6.17
Taipo Market ...dep.	7.48	8.29	10.58	12.02	3.21	5.01	5.33	6.27
Taipo .....dep.	7.47	8.34	11.03	12.07	3.27	5.08	5.37	6.31
Shatin .....dep.	8.00	8.47	11.16	12.21	3.40	5.23	5.50	6.44
Yaumati .....dep.	8.14	8.59	11.28	12.34	3.53	5.37	6.02	6.56
Kowloon .....arr.	8.23	9.09	11.36	12.42	4.01	5.45	6.10	7.04

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	A.M.	A.M.	P.M.	P.M.		A.M.	A.M.	P.M.	P.M.
Fanling ...dep.	7.45	11.30	2.20	6.20	Shataukok...dep.	6.30	10.15	1.05	5.00
Shataukok ...arr.	8.40	12.25	3.15	7.15	Fanling ...arr.	7.25	11.10	2.00	5.55

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SCOTTISH LETTER.

WATER-POWER IN THE NORTH.

CLYDE AND LOCHABER SCHEMES.

[FROM OUR OWN CORRESPONDENT.]

EDINBURGH, August 6th.

With the passing the House of Commons of the Lancakshire Hydro-Electric Bill a further step has been taken to utilise the water-power of Scotland, instead of allowing it to run to waste. Like other hydro-electric schemes, the Lanarkshire project takes away something from natural amenity, and this involves in the present instance what is practically the disappearance of the Falls of Clyde. All other scenic aspects, which are few in this part of Lanarkshire, are preserved by the clause which is now inserted for that purpose in all water-power Bills at the instance of the Secretary for Scotland. The Bill, which has already passed a Select Committee of the House of Lords, was strongly opposed from first to last by Sir Charles Ross, who is one of the riparian owners, and by several Socialist members from the Clyde constituencies, who wished to raise upon it the whole question of the nationalisation of water-power schemes.

The first contact for the preliminary work in connection with the Lochaber hydro-electric scheme has just been placed by the North British Aluminium Co., and an early start will be made. The largest of its kind ever attempted in this country, the scheme is being assisted by a trades facilities guarantee of £2,000,000, its completion involving an outlay of about £5,000,000. It will transform what is now virgin forest land into an industrial area, covered with large works for the production of aluminium and other metals. The watersheds for over three hundred square miles will be harnessed and the energy concentrated at Fort-William, where equipment sufficient to generate 100,000 horse power will be installed. The driving of aqueducts through the solid rock of Nevis for 20 miles will involve tunnelling on a scale not yet attempted in this country. These tunnels, one of which will be 18 feet in diameter, while the other will be large enough to hold a single line of broad-gauge rails, will greatly exceeded the largest British railway tunnel—the Severn tunnel of 4½ miles—in existence. Immense dams, spillways, and intake works will be constructed in solid concrete, damming the waters of Lochs Treig and Laggan, and the Rivers Spean, Treig, and Spey. The £5,000,000 to be expended on labour, plant, and materials will not only benefit the locality in which the scheme is to be carried out, but will result in extensive orders being circulated throughout the country for electrical plant, cables, contractors' plant and materials.

SHIPBUILDING AND REPAIRING.

That there is more in the competition of Continental firms with those of this country for shipbuilding and ship repairing contracts than appears on the surface is generally understood. In Scotland this is widely recognised, and it is being keenly discussed in our great ship-repairing centres, the Clyde especially. The problem, however, affects a much larger area than the Clyde, or even England. In a very short time it will have an influence on every port which is under the British flag. So far there is no satisfactory explanation of the many apparently contradictory circumstances in which contracts are placed and obtained. It is not enough to say, as has been said in the case of the Glasgow steamer *Baron Vernon*, that the work can be done so much more cheaply abroad that British ship repairing firms might as well not have tendered. There was, no doubt, a very pronounced difference between the British and Dutch figures quoted for this particular contract, and in giving the order to Holland the owners of the vessel were dealing in the cheapest market. But there are raised at once two questions:—1, How was it that a Dutch repairing firm could unberbid those of Britain to such a marked extent? and 2, did the Dutch figures really represent the cost of the work, plus profits, establishment charges, depreciation, and all the other legitimate additions to net costs? It is said that wages in Holland are lower, that more hours are worked per week, that there is less trouble over night shifts and overtime, and that work can be done more rapidly, and, therefore, more cheaply. In reply it may be pointed out that new construction firms in this country are still able to obtain contracts from abroad, and that in spite of keen Continental competition. The amount of foreign tonnage building in Great Britain is much less than it used to be, but it is enough to prove that British builders can and do sometimes quote prices lower than those of their foreign competitors. Lower wages and longer hours count for a good deal, but there must be something more to explain the success of the Schiedam firm in obtaining some time ago a number of orders for new British vessels, and now that for the repair of the *Baron Vernon*. May there not be artificial financial assistance in the form of local or national subsidies for the purpose of providing employment in that particular area? If *that is so there is nothing* discreditable in the loss of this piece of work by British firms, who must make each contract pay its own way, or make the debit balance good out of reserves, or the profits earned on other work.

SALVING THE GERMAN FLEET.

The German destroyer *V70* has been successfully raised and beached at Scapa Flow. She was found to be a mass of seaweed, but appeared to be little fusted. This is the first vessel of the German Fleet to be salved, and given good weather, it is hoped that one vessel will be raised every week.

NOTED SCOTTISH SCIENTIST.

The death is announced of Sir George T. Beilby, the well-known scientist. Born in Edinburgh, Sir George Beilby's name has been constantly before the scientific world for over 40 years. In 1881 he patented, along with his colleague, James Young, a retort which restored the mineral oil industry in Scotland. Sir George was the first to use the tower still for distillation of ammonia, and by many other improvements he did much to make the distillation of shale an economic success. He was also a pioneer in the cyanide industry, of which Glasgow is now the centre.

PILGRIMAGE OF SCOTTISH AMERICANS.

The appeal of the homeland to the exiled Scot domicled on the other side of the Atlantic is strikingly illustrated in the success which has attended the organisation by the Order of the Scottish Clans in America of the visit of their members to this country during the present month. Proud of their citizenship of the United States and Canada and loyal to the land of their adoption as these Scottish settlers undoubtedly are they nevertheless cherish a very virile and enduring sentimental attachment to that romantic Caledonia with which they have associations of brith or parentage. This national patriotism of the expatriated Scot has passed into the proverbial, but fresh manifestations of it have points of distinction which invest it with interest. So it is with this invasion of our American kith and kin to-day. It is the biggest demonstration of the kind ever given of the magnetism of the homeland for the Scottish-American resident. In one company over 1,000 persons have been mustered to undertake this pilgrimage to the motherland Mecca. Organised effort never before marshalled a single party of such dimensions. Clan fellowship of the modern species has rarely, if ever, had more arresting expression. The pilgrims will spend one month in Scotland. The Order of Scottish Clans, the body which has promoted the visit, is a federation of clan societies in America. It was found on St. Andrew's Day 45 years ago at St. Louis, with the object principally of serving as a friendly society to the Scottish-American community. The organisation developed with steady progress, and to-day there are united in it 175 clans throughout the United States and Canada, extending in a great fraternal chain from the Atlantic to the Pacific Coast and linking the Scotsmen of New York, Philadelphia, Boston, and Montreal with those of Cleveland, Detroit and Chicago, and Seattle, San Francisco, and Los Angeles. The federation grew in prosperity with increasing appreciation of its beneficent purposes and to-day its resources are greater in total value and in the per capita ratio than ever before in its history. The membership now approximates 24,000. In addition to its operations as a friendly society dispensing benefits, which embrace age and sickness payments regulated on the members' contributions, the order exercises a great influence as a focus and stimulus of Scottish sentiment and brotherhood. It organises the celebration of events of importance in Scottish history, and frequently stages the gatherings of clansmen for social intercourse, for dancing competitions, and Highland games. The Royal Chief of the Order, who has accompanied the party to Scotland, is Mr. Duncan MacInnes, chief accountant of the City of New York Department of Finance. Mr. MacInnes is a Musselburgh man who, notwithstanding 44 years residence in America, retains a pronouncedly Scottish "tongue."

DO AS THE ROMANS DO.

At a social function the other evening attended by a number of American visitors, a Scots lawyer asked two couples if they would have a refreshment. "In our country," said one of the ladies, "we are dry." "If you are still dry," the lawyer said, "will you have white or red wine?" "We have a prejudice against colour on our side," hinted the lady. The lawyer brought them champagne. The dry males said that being in Scotland they should do as Scotsmen do, and asked for "Scotch."

HOW TO CATCH SALMON.

Sir Harry Lauder has been experiencing such poor luck in his salmon-fishing on the *Dee* at Banchory that some of his friends have been telling him of the Sassenach angler on holiday who returned night after night with an empty creel, despite the fact that he had secured the services of an experienced ghillie. Somebody commented on this bad luck to the ghillie. "Nae bad luck aboot it," said that worthy. "He has nae whusky, nae I just tak' him whaur there's nae fush."

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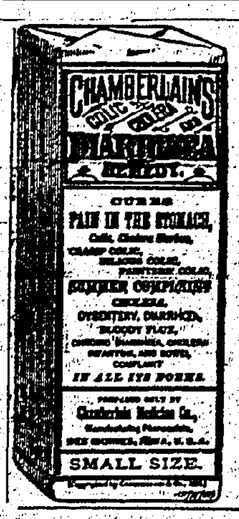

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STORMY SEA, STORMIER LOVE,

WITH PRISCILLA DEAN AS

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Love that is mightier than typhoons of monsoon season is tossed helter—skelter in the sea

Hurricane	*v.*	Passion
Stolen Ship	*v.*	Mutinous Crews
Charming Girl	*v.*	Woman-Hater

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HONGKONG WEEKLY SHARE REPORT.

Messrs. Benjamin and Potts in their weekly share report, dated Friday, Sept. 5th, say:

Business during the week under review has been of moderate proportions. Investment shares have continued in good demand and shew a steady improvement, but with the exception of Hongkong Docks and China Sugars there has been a falling off in dealings of a speculative character and as a rule slightly lower rates have prevailed.

Banks.—Hongkong and Shanghai Banks have changed hands in small quantities at $1,200/1,205 and more could be placed at the higher rate. The London quotation has advanced to £137 (middle).

Marine and Fire Insurances.—Unions have continued their rise and are in demand at $235. There are buyers of Cantons at $720 after transactions at this rate. Yangtszes have been done at $29½. China Underwriters are wanted at $1.75, China Fires at $175 and Hongkong Fires at $590.

Shipping.—Hongkong, Canton and Macao Steamboats after being offered at $47 came into strong demand and the market has since strengthened to $48. Star Ferries were active and finished up at $103½. Douglas Steamships are saleable at $62 and deferred Indos at $110. Tug and Lighters at $8½ and Waterboats at $16½ continue dull.

Refineries.—China Sugars after a period of inactivity have come into prominence again, causing another sharp rise in the price to $405. Malabons are offering at $46.

Oils and Mining.—There are buyers of Kailans at 70/- and Tronohs at 44/-. Benguets are steady at P.3.20. Raubs are to be had at $5 and Ural Caspians at 10/-. Langkats are weak with sellers at Tls. 18. Shells could be placed locally in the neighbourhood of £4.

Electric Companies.—Hongkong Electrics have again improved and sales have been made up to $43. China Lights are steady and have been dealt in at $24½ (combined) $17½ for the old and $11½ for the new. Hongkong Trams have shewn an easier tendency and were sold down to $41¾, but have recovered to $42 at the close.

Docks, Wharves and Godowns.—Hongkong and Whampoa Docks were negotiated in the early part of the week at $167, but on the announcement of a lower interim dividend than was apparently expected, viz. $2, the market dropped to $162. A sudden demand then set in causing a smart rise to $176. Hongkong and Kowloon Wharves, owing to profit taking in places, weakened to $210, but show some recovery at the close and are in demand at $213½. Shanghai Docks have changed hands at Tls. 92½/93. Hongkew Wharves are enquired for at Tls. 194½. New Engineerings have receded to Tls. 6½.

Lands, Hotels and Buildings.—A relapse has occurred in Hongkong and Shanghai Hotels, the old shares being offered at $24½ and the new at $23½, without attracting buyers. Hongkong Lands have also declined and sales have been made at $117. Humphreys Estates were bought up to $24½, but close easier. Hongkong Realties are asked for at $2.

Cotton Mills.—Owing to the political situation in the North, this market is quiet and rates mostly nominal.

Miscellaneous.—Green Island Cements continue very flat and can be had at $25. The Directors have decided to declare an interim dividend of 50 cents per share on the old, and 3 cents on the new. China Providents have further appreciated and transactions have been effected in the old at $17 and the new at 5.10, ex the interim dividends just paid. Hongkong Ropes have been in strong request, the combined shares being enquired for at the improved price of $64. There are buyers of Dairy Farms at $27½, Lane, Crawfords at $18¼. Peak Trams at $20 and Sincere's at $13½. Watsons have fallen away to $26, but at this rate they could be placed.

Exchange.—The T.T. selling rate on London to-day is 2/4½ and on Shanghai 71¾.

Forward Settlement Days.—25th of September (Thursday) and 28th October (Tuesday).

THE EMPIRE EXHIBITION.

HONGKONG'S PAVILION.

A recent broadsheet issued by the Publicity Department of the Empire Exhibition says:—

It is not only in large wholesale orders that the exhibitors and pavilion holders have made their great successes at Wembley. In retail sales alone the Hongkong Pavilion has taken over £30,000, and this is for the sale of merely small things, such as baskets, ivory ornaments, Chinese silks and slippers. Some days as much as £700 or £800 worth of these small souvenirs have been sold, and when it is remembered that the baskets and other articles on sale are a very low price, it is obvious that an almost continuous stream of purchasers passes through the Hongkong Street.

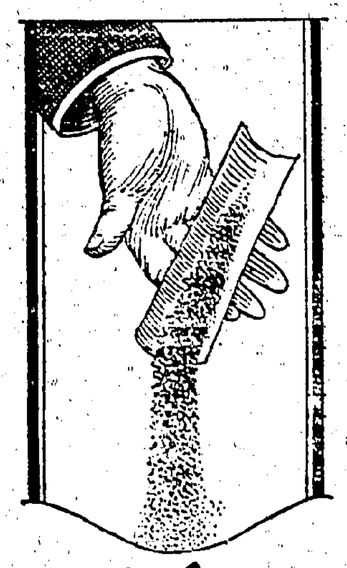
It is interesting to note that several hundred people have eaten the £5 dinner which is served in the Hongkong restaurant.

CINEMA NOTES.

THE CORONET.

Transforming a spoken play into moving pictures is a stronge task; the task of translating words into pantomimo. This is the astounding feat Clarence L. Brown has achieved in "The Acquittal," new Universal super-Jewel mystery play, to be screened at the Coronet Theatre this evening, when he took the proceedings in a murder trial, witness after witness, translating spoken evidence into pictured action without the use of explanatory titles. Altogether it is claimed that "The Acquittal" has a story, a cast and a setting which hold the interest from the very outset.

Dusty cigarettes are dangerous



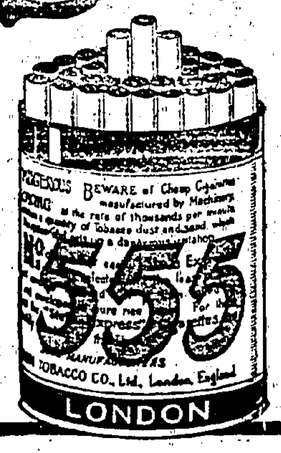
to your health—the minute particles of dust, sand, and stalk find their way into the throat, setting up a dangerous irritation—hence that "*smoker's cough.*"

Therefore protect yourself against these dangers:

smoke dust-free

STATE EXPRESS

VIRGINIA CIGARETTES



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The Day of the Knight is Here!

IT IS THE

WILLYS-KNIGHT

Simplest and most trouble-free type of motor ever invented.

It has the most distnctive and gracefully balanced body of any car in the market.

1.—The Willys-Knight car is the four cylinder motored car that makes the six unnecessary.

The Knight motor is steam prinaiple. The valves are two cylindrical sleeves with rectangular slots or ports which when they register with each other and the ports in the block allow the ingress and egress of the gases without obstruction. These wide open passages, particularly on the exhaust side, permit a more thorough cleaning of the burnt gases from the combustion chamber than any other type of motor, so that every ounce of energy available is utilized from the explosive mixture, which gives us such tremendous power

2.—It has no valve to grind and no carbon to clean.

The combustion chamber is completely surrounded by water and an alloy piston noted for its great heat radiating qualities is used so neither the combustion chamber nor the head of the piston gets hot enough to bake the residue from the exposed gases to form carbon while there is still enough heat maintained to handle the explosive mixture effectively.

3.—It is the only type of motor that improves with use.

While carbon can not form in the combustion chamber, still a certain amount of the residue from the burnt gases works up behind the wide sealing ring in the cylinder head and, as this building in process obtains, it keeps pushing this sealing ring more tightly against the inner sleeve until it completely seals the compression chamber developing more power with every mile the motor is drawn.

4.—It is the only type of motor that wears in while other wears out.

All parts in the Willys-Knight car are assembled with wide clearance between each other and oil is forced into these clearances under heavy pressure so that the entire assembly is lapping or wearing in on these heavy films of oil instead of wearing out. In other words, every bearing in this motor is an oil bearing instead of a metal to metal bearing which is necessary in the construction of a poppet valve motor in order to keep it quiet with subsequent quick wear and noise.

It has eliminated one hundred and sixty two quick wearing parts necessary in the operation of a cylindered poppet valve motor. There are no hammering parts such as cams striking against push rods, push rods against valve stems, or valve heads snapping back into their seats through the medium of heavy springs, etc.

THE MERCURY MOTOR CAR CO.,

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Prepare now for the Autumn

Our Tailoring Department is replete with all the newest and exclusive suitings for Autumn and 'tween seasons wear.

Flannel Suits From $55.00	Tweed Suits From $70.00
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Best materials and workmanship. Entire satisfaction assured.

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"As good as really good cigarettes can be."

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Lane, Crawford, Ltd.,
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At 95 cents per tin of 50.

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Cigarettes, Sir

Wholesale only:

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Distributors for Hongkong and South China.

GREEN ISLAND CEMENT CO., LTD.

Best Portland Cement

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GENERAL MANAGERS,

HONGKONG.

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FOUNTAIN PEN.

A Pen that never fails to give satisfactory Writing Service.

SOLE AGENTS:

THE WING ON CO., LTD.

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JUST TO HAND

LADIES' HATS

Newest Parisian Fashion for the Autumn Season.

Take An Early Choice Now.

LOCAL SPORT.

DEWAR CUP (TENNIS) FINALISTS.

The finalists for the Dewar Tennis Cup—a competition open to members of the Kowloon Cricket Club, the Kowloon Bowling Green Club and the United Services Recreation Club—are Pay-Lieut.-Comdr. R. E. Worthington (U.S.R.C.) and F. Fincher (K.C.C.).

Arrangements have been made to utilize the Kowloon Cricket Club ground on Wednesday next.

EASMA'S SWIMMING GALA.

TO-DAY AT STONECUTTERS.

To-day is children's at the E.A.S.M.A. beach (Stonecutters Island). At 3 p.m. a swimming gala commences. Besides numerous events for Club members and their youngsters, there are some open contests. The afternoon's sport includes a water polo match (Married *v.* Single), walking the greasy pole, musical life-buoys, diving contests, etc. The E.A.S.M.A. beach has been gaily be-flagged, the Military Authorities have loaned the Club their Lighter, and a hard working committee under the direction of Staff-Sergant "Micky" Hunt (the popular instructor of the Hongkong Boxing Association and a well-known physical culturist) have put forth splendid efforts during the past fortnight to make the gala a success. Launches leave Blake Pier at 2 p.m. and 2.30 p.m. Kowloon residents will be dropped at Police Pier, Tsim Sha Tsai on the return journey.

SCIENCE AND YADIL.

The following is reproduced from *Truth*:—

Sir William Pope's "exposure" of Yadil in the *Daily Mail* creates a curious position. Thousands and thousands of people have been taking Yadil during the last two or three years, and supposing themselves benefited by it. Large numbers are even confident that, in conjunction with the general treatment either their lives or their friends. Doctors by the score have used it in their practice, and testify to its valuable properties. The scientific chemist appears on the scene, and pronounces that Yadil is composed of a large quantity of water, a small quantity of glycerine, a still smaller quantity of formaldehyde, and—a smell. Eminent doctors back him up in declaring, on the strength of his analysis, that the alleged virtues of Yadil are a delusion, and that medical men equally with the laity have been gammoned.

What is the plain man to think in the face of this? I fear I had better not attempt to tell him, for just as *Truth* is going to press I see it announced in the *Daily Mail* that the proprietors of Yadil are commencing an action for libel against that journal, which makes it dangerous for third parties to publish their views about the dispute. A court of law is not the best place for settling scientific questions, but the best advice I can give to the plain man is to consider the question which confronts him an open one until the law has done what it can to close it.

One or two points, however, have been raised by Sir William Pope and the medical contributors to the *Mail*, which obviously apply to a great many articles besides the particular one now *sub judice*. We are told, for instance, that the vendor charges too much. I can easily believe that, but he is not the only one, and, personally, I would rather pay Mr. X. 3s. 6d. for curing a cold with a bottle of stuff with a fancy name—a thing which I have, in fact, done—than pay a doctor 10s. 6d. for studying my symptoms and writing a prescription, pay a chemist 2s. for making the prescription up, and find the cold no better at the end of three days. If it is a scientific fact that my three-and-sixpenny bottle contains 95 per cent. of water, I should like to know what percentage of water the doctor and the chemist between them would have sold me for 12s. 6d. I wonder what is the percentage of water in a bottle of "nourishing stout" or a 25s. bottle of champagne.

Again, in regard to formaldehyde, we are told by the Professors of Chemistry and Medicine, that it is a highly poisonous stuff to administer in the quantity of 1 per cent. in a tea-spoonful—further diluted by four or five times that quantity of water. This concerns a good many people besides those who have been taking Yadil. Formaldehyde is extensively used for medical purposes. *The Chemist and Druggist*, in its current issue, points out that it is used very largely in the shape of "formamint"—another remedy in which the public have learned to believe. Many people will therefore be relieved in their minds by reading the following passage in a letter which I have receivd from a medical man, Dr. Huge Munro:

"I have retired from active practice, and my pharmacology may be a bit rusty, but I still seem to remember (1) that a weak solution of formaldehyde has been used with some success (injected into the veins or inhaled) in the treatment of phthisis; (2) that the invaluable medicine known as urotropine owes its undoubted beneficial effects to the formaldehyde which it liberates in the body; (3) that, though formaldehyde retards the degestion of nitrogenous foods and milk and interferes with the action of the various digestive ferments of the body, it cannot, by any stretch of the imagination, be called an "active poison" when administered internally in a very weak solution. On the other hand, its value in the treatment of unhealthy conditions of the mouth and throat (which are often responsible for serious and far-reaching disease) fully justifies its inclusion in the British Pharmcopoeia."

CANTON NEWS.

[FROM OUR CHINESE CORRESPONDENT.]

COMMENT ON DR. SUN'S LATEST DIATRIBE.

A former speaker of the Kwangtung Provincial Assembly, the principal legislative body in Canton dissolved by Dr. Sun Yat-sen's Kuomintang Party two years ago, when asked his news regarding the manifesto of Dr. Sun protesting against interference by imperialistic Powers with Chinese internal politics, said that the people of Kwangtung should deeply appreciate the action of the Consular body in Canton in warning Dr. Sun against his proposed intention to bombard their defenceless city. Dr. Sun's Government in Canton, irregularly constituted and composed as if is of Communists and Bolshevists has never been recognized at home or abroad. The Kuomintang work of devastation and oppression in Kwangtung the last few years, said this Cantonese leader, was akin to that of the pirates and bandits against whom the British Naval Authorities in South China, especially at the request of other Government representatives, had been justified in taking all necessary steps. The Chinese, he said, will always stand against foreign intervention; but for the suppression of piracy and brigandage, all naval authorities in Chinese waters may co-operate, as there is no question of politics involved.

Dr. Sun Yat-sen, having failed in his so-called military measures against the citizens of Canton City, tried them in Tungkun September 1st by the aid of his Kwangsi-ite mercenaries. The citizens of Tungkun, however, were prepared long before September 1st and succeeded in over-powering the pro-Sun troops going against them. Dr. Sun's reinforcements from Canton to Tungkun during the last few days have not been able to reach their destination.

FLOOD RELIEF WORK.

THE NATIONAL "DRIVE" FOR FUNDS.

The National Flood Relief Drive, with an objective of two million dollars for the flood sufferers of China, was opened officially on Monday, September 1st. This drive is a joint enterprise of the China International Famine Relief Commission, to which four-fifths of the proceeds are to go, and of the Chinese National Red Cross. President Tsao Kun has consented to act as Honorary Chairman. The treasures are to be the treasurers of the China International Famine Relief Commission, Mr. J. E. Baker and Admiral Tsai Ting Kan.

The opening in Peking was marked by a large public meeting at the Headquarters of the Red Cross, 22 Kan Mien Hutung, to which the members of the Cabinet, all the foreign ministers and many of the capital's most prominent men were invited. President Tsao Kun was unable to attend himself, but sent a special representative.

Peking's quota to be raised during the Drive has been fixed at $500,000, which will be raised by ten teams, five foreign and five Chinese. Other cities have been given quotas as follows:

Shanghai	$400,000
Hankow	$200,000
Kaifeng	$100,000
Changsha	$50,000
Tientsin	$300,000
Tsinanfu	$100,000
Taiyuanfu	$100,000
Sianfu	$100,000

That the situation to be met is even more serious than that of the great famine year is becoming more and more apparent says the Relief commission. In most districts the excessive rains were preceded by severe drought which ruined the early summer crops. The water still lying over the country will prevent the planting of any fall crops so that for a year and a half great sections of the richest agricultural regions of China will be without crops of any kind.

The two organizations participating in the drive have divided the relief work between them so that there will be no wasteful duplication of effort. The Red Cross will handle the more immediate emergency relief and will distribute grain and money to supplement the measures taken by the local officials in the flooded areas. The China International Famine Relief Commission, on the other hand, will devote itself entirely to relief measures of a more permanent character, such as the building of dykes and deepening of river channels and other flood and famine prevention measures. So far as possible the money expended on these enterprises will be lent, repayable to the Commission when local conditions permit. In this way, the Commission hopes to add to its permanent revolving fund.

It will be possible to earmark funds contributed to the Drive for either organization.

FIRESTONE GUM-DIPPED CORDS AND STEAM WELDED TUBES

The Mark of Quality

actually do deliver "MOST MILES PER DOLLAR." Price List on application.

ROYAL ENFIELD MOTOR CYCLES:

Model 350 2-3/4 H.P.	$505
Model 180 8 H.P.	$765
Model 190 8 H.P. (Combination)	$1,135

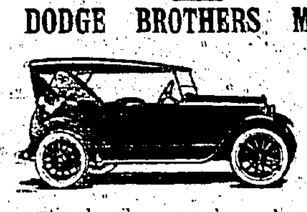
ESSEX (Built by Hudson) Six Cylinder Motor Cars,

ESSEX MOTOR CARS

complete with Cowl Lamps; Disc Wheels; Five Cord Tyres and Tubes:

5-passenger Touring	$2,375
5-passenger Coach	$2,800

DODGE BROTHERS MOTOR CARS.



So Universal is this Car's reputation for long life, that exceptional mileage records no longer excite surprise.

STANDARD MODELS: Complete with Magneto ignition, five Disc Wheels and five Cord Tyres:

3-passenger Roadster	$2,510
5-passenger Touring	$2,570
3-passenger Coupe	$3,200
5-passenger "B" Sedan	$3,645
4-passenger Coupe	$3,850
5-passenger "A" Sedan	$3,875

SPECIAL MODELS: Complete with Magneto ignition, Nickeled Radiator Shell, Cowl Lights, Nickeled Front and Rear Bumpers, Rear View Mirror, Automatic Wind Shield Wiper, Scuff Plates, Motometer and Lock, Special Blue Leather Upholstery, five Disc Wheels, and five 6-ply BALLOON TYRES:

3-passenger Roadster	$2,730
5-passenger Touring	$2,790
4-passenger Coupe	$4,115
5-passenger "A" Sedan	$4,140

JEWETT SIX-50 (Paige-built) De Luxe Touring Cars.

Complete with Extra Cord Tyre and Tyre Cover; Trunk Rack, Trunk and Body Rails; Combination Stop and Tail Light; Double Bar Spring Bumpers, Front and Rear; Motometer; Side-Lights on Cowl; All-Nickeled Head Lamps; Automatic Windshield Wiper; Rear View Mirror; Sun Visor; Disc Wheels ... $3,250

De Luxe Sedan ... $4,420

HUDSON SUPER SIX MOTOR CARS, complete with

HUDSON SUPER SIX

Cowl Lamps; Spare Cord Tyre and Tube; Disc Wheels and Nickel Trimmings.

4-passenger Touring	$3,800
7-passenger Touring	$4,000
5-passenger Coach	$4,300
5-passenger Sedan	$5,000
7-passenger Sedan	$5,500

PAIGE SIX-70 De Luxe Model Touring Cars.

Complete with 8-day Clock; Bumpers, Front and Rear; Motometer Locked in Radiator; Nickeled Radiator and Head Lamps; Automatic Wind Shield Wiper; Rear View Mirror; Spare Cord Tyre with Tube and Cover; Folding Luggage Rack; Trunk Rails; Combination Stop and Tail Light; Sun Visor; Tuare Disc Wheels, etc. ... $5,000

De Luxe Brougham	$6,000
De Luxe Sedans	$6,800
De Luxe Suburban Limousine	$7,050

FEDERAL MOTOR TRUCK CHASSES:

Capacity:	Wheel Base:	Loading Space:	Price
1-ton	132"	110"	$3,350
1-1/2-ton	145"	118"	$4,300
2-1/2-ton	145"	110"	$6,40
2-1/2-ton	157"	134"	$6,400
2-1/2-ton	169"	158"	$6,550
2-1/2-ton	161"	131"	$6,800
2-1/2-ton	173"	155"	$6,950
3-1/2 to 4-ton	157"	154"	$8,400
5-6-ton	163"	154"	$9,500

Complete Specifications on Request.

FEDERAL MOTOR BUS CHASSIS.

25-30 Passenger: 180 inch wheel base; 214 inches from dash to rear of frame; special 6-cylinder Bus Motor (R.A.C. rating 33.75 h.p.); specially low gear ratio; electric lights, starter and generator; 36 x 4 front and dual rear Firestone Cushion Type Tyres ... $7,450

Complete Specifications on Request.

THE DRAGON MOTOR CAR CO., LTD.

Registered Head Office and Service Station:

33, Wong Nei Chung Road. Happy Valley.

Telephone: Central 3950.

INDIAN MOSLEM SOCIETY.

RECEPTION IN HONOUR OF TWO POLICE OFFICERS.

At Police Headquarters yesterday evening, a reception was held under the auspices of the Indian Moslem Society in celebration of the honour recently conferred upon Inspectors Nawab Khan and Mohinder Singh, when the former was given the title of Khan Sahib and the latter that of Sirdar Sahib.

Among those present were: The Hon. Sir Claud Severn, Mr. Justice Gompertz, Mr. Justice Dyer Ball, the Hon. Mr. E. D. C. Wolfe, C.S.P., Mr. R. E. Lindsell, Mr. C. D. Melbourne, Mr. P. J. Wodehouse, the Hon. Mr. P. H. Holyoak, the Hon. Mr. H. T. Creasy, the Hon. Mr. R. H. Kotewall, the Hon. Mr. Chau Siu-ki, Mr. McElderry, Assistant Colonial Secretary, Dr. W. B. A. Moore, Mr. J. W. Franks, Superintendent of the Prison Department, and many senior officers of the police, including Asst. Superintendent J. Kerr, Mr. C. G. Perdue, Assistant Director of Criminal Intelligence, and Chief Detective Inspector J. Grant.

After tea, the secretary of the Indian Moslem Society, in an opening address, said:

"On behalf of the Committee and members of the Indian Moslem Society, I have great pleasure in welcoming you and to thank you for the great honour you have done to the Society by your kind attendance here, of which the Indian Moslem Society will ever feel proud.

"The object in inviting you here this evening is, for the Society to celebrate the occasion, and publicly express its appreciation and gratitude to this Government and the Government of India, for their kind action in bestowing the titles of Khan Sahib and Sirdar Sahib on two members of the Indian community, viz: Inspectors Nawab Khan and Mohinder Singh respectively. Khan Sahib Nawab Khan is the worthy president of our Society, and the honour conferred upon him is not only greatly appreciated by all members of this Society, but also is considered as an honour for the whole Moslem Society and the Indian community. This is the second occasion on which such titles have been conferred upon members of the Indian community in this Colony, the first occasion having taken place during the administration of the late Sir Henry May, when the title of Khan Sahib was conferred upon Mr. Hasham Khan, a Government servant, for his good and loyal services.

"It is a great encouragement for us to know that our kind and gerous Government treat its subjects with paternal love, and in recognition of their good services and loyal acts, is graciously pleased to give them rewards, where rewards are due. We are undoubtedly proud of being subjects of the British Government, a Government under whose flag and throughout its vast Dominions, justice, peace and freedom predominate, and according to an old Indian saying "Wolves and sheep drink together unmolested from the same pool."

"It is our desire that His Excellency the Governor will be so good as to communicate to the Government of India, the sincerest thanks and the good wishes of this Society, for the honours so deservedly conferred upon Inspectors Nawab Khan and Mohinder Singh. Gentlemen, I thank you once more for the trouble you have taken to make this evening so pleasant, and sincerely assure you, that your attendance has given this Society the utmost pleasure and the greatest honour."

Khan Sahib Nawab Khan then addressed the assembly in Hindustani, and the Hon. Mr. E. D. C. Wolfe read out a translation into English.

In it Inspector Nawab Khan expressed thanks to H.E. the Governor on Mohinder Singh's behalf and his own for recommending them for their honours.

The C.S.P. then made a happy little speech on his own account, in which he paid tribute to the Indian Contingent of the Hongkong Police, on which, he said, he could always rely in a tight corner.

During the proceedings an admirable selection of music was played by the band of the Bombay Grenadiers (K.E.O.).

WHAT'S IN A NAME?

MR. "SEE ME DONE."

A plaintiff with an unusual name was the subject of some joculiar remarks at the Summary Court yesterday morning, whilst the usual weekly list was being called over.

In applying for a date for the hearing of the case, Mr. E. S. C. Brooks explained to his Lordship that the plaintiff in the case (his client) bore the ominous name of "See me done."

His Lordship: And I take that you are willing to appear for him, Mr. Brooks? —(Laughter.)

Mr. Brooks: Yes, and I am assured that this is his real name and not one he has assumed for the occasion.

Mr. D. McCallum (for the defendants): He may want to change it by the time the case is finished?—(More laughter.)

The writ showed that the plaintiff's real name was Tse Mee-dunn and his claim was for possession of premises in Canton Road, Kowloon, on the ground that the defendant was using them for an unlawful purpose.

KOWLOON-CANTON RAILWAY

HOW THE THROUGH SERVICE IS PROGRESSING.

The through train service from Kowloon to Canton, which was re-opened on Monday last, after having been closed down for over a year, owing to military disturbances along the Chinese section of the line, has so far not met with any interference or interruption. Since Monday there have been two slow through trains running daily—one from Kowloon and one from Canton. The one from Kowloon leaves at 7.10 a.m. and arrives in Canton at 4.25 p.m., whilst the one from Canton leaves there at 9 a.m. and arrives in Kowloon at 6.30 p.m. the journey being accomplished either way in something over nine hours. This, of course, is slower than the river steamers take for the journey; but even so it is satisfactory to learn from the Kowloon Railway Officials that the first few days' running has been quite up to expectations.

Naturally, as a railway official explained to a *Daily Press* representative yesterday morning, some considerable time must elapse before the express service between the two ports can be got running again. "We prefer to go slow for the time being and, provided there is no further interference, to gradually increase and augment the service.

"At present we are content to rely on the slow service and intermediate station traffic, which I must say has been quite good. About 200 passengers arrive in Kowloon daily by the down train which is only fair compared with former arrivals. Passengers to intermediate stations, however, exceed expectations, so in that direction we are doing all right.

As regards goods traffic, practically little or no cargo is carried and our informant was not so optimistic in this direction. When disturbances were rife along the line goods traffic had been seriously interfered with, the result being that merchants had lost confidence in the railway as a safe means of transit. He was afraid that some considerable time would elapse before that confidence could be regained.

H.K.V.D.C.

EXTRACTS FROM LOCAL ORDERS.

The following are extracts from the latest orders issued by the Hongkong Volunteer Defence Corps:—

RESERVE COMPANY (SCOTTISH SECTION).

The following members of the Company have been allotted to the above Section: Corpl. J. M. McHutchon, Ptes. T. Oliphant, A. McKirdy, R. Duncan, A. S. Mackinchan, D. Gow, K. P. Macaskill, T. G. Paterson, W. Ironside, G. M. Shaw, W. M. Johnston, D. McNeilson.

PROMOTIONS AND APPOINTMENTS.

The following promotions and appointments will take effect from September 1st, 1924:—

No. 1 Platoon (Infantry Co.)—Lce.-Corpl. G. E. Stewart, to be Corporal; Pte. E. J. R. Mitchell, to be Corporal; Pte. A. H. Penn, to be Corporal; Pte. R. R. Davies, to be Lance-Corporal.

No. 7 Platoon (Scottish Co.).—Pte. K. S. Morrison, to be C.Q.M.S.

Reserve Company (Scottish Section).—Pte. J. M. McHutchon, to be Corporal.

CHALLENGE CUP.

"Quarry Bay."

A challenge cup has been presented to the Scottish Company by Mr. G. M. Young, for annual competition between their respective platoons for general efficiency. The cup will be known as the "Quarry Bay" Challenge Cup.

THE WATER SUPPLY.

The monthly water return gives the storage in the reservoirs supplying the City as 2,053 million gallons on September 1st against 2,128 million gallons on the same date last year. The consumption during August was 282 million gallons in 1924 with a constant supply except in the western part of the City against 249 million gallons in 1923 with intermittent supply in all Rider main districts for the first half of the month.

The Kowloon Reservoir remains at overflow level with a storage of 353 million gallons, the consumption in Kowloon being 198 million gallons during August, 1924, against 68 million gallons for the same month last year.

MAN WITH FOUR LOADED REVOLVERS.

AN ALERT DETECTIVE.

A Chinese detective was instrumental in securing the arrest of a man armed with four loaded revolvers on Thursday night. Noticing the man acting in a suspicious manner in Kam Yee Street, West Point, the detective searched him and found in his possession the four revolvers (fully loaded), a dagger and a considerable quantity of ammunition.

The police are investigating the matter.

SHAUKIWAN WOMAN WOUNDED.

MOTHER AND SON IN THE DOCK.

Before Mr. R. E. Lindsell at the Central Magistracy yesterday afternoon, Au Cho, a young Chinese was charged with wounding Chan Sam, a Chinese woman living at 25, Shing On Street, Shaukiwan, and stealing property to the value of $61.

Pun Wan Heung, the man's mother, was charged with being an accessory to the alleged offence.

It appeared that the wounded woman was the concubine of a man called Au Cheung, the made defendant's father, the female defendant being Au Cheung's *kit fat* (No. 1) wife.

The complainant, whose head was bandaged, and who appeared to be very weak, was accommodated with a chair in the witness-box. She stated that on the afternoon of August 14th, she went to sleep in her cubicle, and was awakened by the male defendant striking her on the head with a chopper. He then went away, and she noticed that the room was in disorder, presenting the appearance of having been rifled. After being struck with the chopper, witness lost a lot of blood. Later she tried to walk down the stairs for assistance, but was too weak, so she rolled down.

Au Cheung, the husband of the female defendant, said that the latter was his *kit fat* wife, and the complainant was his concubine. The two women got on quite well, and his was a happy family. On August 14th, witness went home for his midday meal, and had a slight quarrel with his No. 1 wife, saying rather angrily that their son (the male defendant) was 23 years old and would not work, whereas he (the witness) was getting old and still worked for a living while his son loafed about. Witness ordered the female defendant to tell the son that he would in future be given no more meals in the house. The woman retorted that both she and her son would still have their meals there.

Witness identified as his property a watch and a heavy European-style overcoat (produced in Court). They were always kept in a locked box in the complainant's cubicle. Witness went on to describe how later in the same afternoon he was called for at his work by the police, who took him to his home.

There he saw a large pool of blood in the complainant's cubicle. A trunk (produced) had been broken open, and the watch and overcoat previously mentioned were missing.

Questioned by the male defendant, the witness said that the female defendant had lived away from him for 4 or 5 months. They had quarrelled over the male defendant.

His Worship: And this is the happy family you were telling us about just now—husband, wife, and concubine all living happily together. As soon as your son presses you, I suppose, you tell lies.

Witness denied that he turned out his wife and son for the sake of the concubine.

A pawnbroker's assistant testified that the male defendant pawned the overcoat, produced in evidence, at his shop for $7.

A Chinese detective gave evidence of arresting the male defendant at the Canton Steamboat Wharf as he was attempting to board the s.s. *Kinshan*.

Both defendants were remanded until next Tuesday morning, the Magistrate remarking that he would like to hear medical evidence on that day.

FEMALE DISCIPLE OF OMAR KHAYYAM.

CHINESE WOMAN FINED FOR JARS OF WINE.

Before Mr. R. E. Lindsell at the Central Magistracy, Cheung Siu, a Chinese woman was charged with the possession of 21 gallons of Chinese wine on which duty had not been paid.

Mr. J. D. Lloyd, Superintendent of Imports and Exports, conducted the case for the prosecution, and Mr. O. A. S. Russ defended.

Mr. Lloyd, outlining the facts, stated that the defendant was mistress of a small cargo junk. The procedure for the payment of duty was that the wine was brought in a junk to the Praya, opposite the Harbour Office, and unloaded on to the quay, where the quantity was checked by a European Revenue Officer and two Chinese Revenue men. These searched the junk to see that no liquor had been left on board. On the occasion in question, R.O. Powell, after the defendant's declared consignment had been landed, found on her junk 5 jars of liquor concealed under a sail. R.O. Powell informed Mr. Lloyd, who on arrival saw the defendant pouring something out of a jar on to the deck. He ordered her to stop. Investigation showed that the liquor poured away was a mixture of spirits of wine and water. It was also discovered that while the Revenue Officers' backs were turned, the contents of the five jars originally found had been emptied.

R.O. Powell in the witness-box corroborated Mr. Lloyd's statement. Cross-examined, witness said he did not agree with Mr. Russ' suggestion that the five empty jars found on deck were "returned empties" in places of the five full jars originally found, and which had been put on the Praya.

Defendant, giving evidence, said that she had 210 jars altogether, and delivered 1.. to the Wing On firm, and 110 to the Wing Kut Chong. She was given between 3 and 4 catties of wine for her own consumption by these two firms. The five jars mentioned were "empties," to be returned to Canton.

She was ordered to pay a fine of $150, the wine to be confiscated.

KOWLOON BUS INCIDENT.

SEASON TICKET HOLDER ASSAULTS CONDUCTED.

AN UNWELCOME PASSENGER.

A case of interest to Kowloon residents was heard before Mr. E. W. Hamilton at the Kowloon Magistracy, yesterday, when a respectably dressed Chinese was charged with assaulting a motor-bus conductor on August 31st.

Mr. N. I. Brewer represented the defendant.

Giving evidence, the complainant (the conductor) said the bus was travelling in the direction of the Ferry at the time of the assault. When outside the Mongkok Police Station defendant boarded it. The bus was crowded at the time and defendant was asked to get off, but refused to do so. When nearing the Sub-Fire Station, about 100 yards away, the conductor stopped the bus. The defendant pulled him off, hit him and gripped him by the throat. A fireman from the Fire Station then came out and separated the pair.

Corroborative evidence was given by the fireman.

The defendant said he got on the bus about ten yards from the Fire Station, and as he got on the complainant pushed him and told him to get off, at the same time knocking his side against the seat. He produced a doctor's certificate showing that he had an abrasion on his side. Defendant went on to say he slapped the complainant and got off the but. The conductor also got off and hit him, later taking him to the Company's office and then to the Police Station. After that they went back again to the Company's office, as the conductor said he had lost some money, defendant stating he would make good the loss. He denied taking the conductor by the throat.

Mr. Brewer submitted that his client's story was the more reasonable of the two. He added that defendant was a season ticket-holder and was therefore not so welcome on the bus as the man who paid the ordinary fare. He also maintained that defendant had sufficient provocation to strike the defendant.

The Magistrate fined the defendant $5, adding it was necessary to protect these bus conductors.

ANOTHER BUS CASE.

DRIVER REBUKED.

A bus driver prosecuted a Chinese gateman for assault at the Kowloon Magistracy, yesterday.

Complainant told the Court that when he approached a railway crossing on the Kowloon City Road the defendant closed the gate across the road and would not permit his bus to pass. An earth truck was some distance from the road and was not likely to reach the crossing before the bus. The driver swore at the gateman who then picked up a stone and threw it at him.

The Magistrate: Do you devote special attention to killing your passengers? What do you think these gates are put across the road for?

The driver: The lorry was not there yet.

The Magistrate: He is the judge of that; not you.

Both driver and gateman were bound over on a personal bond of $25.

THE TYPHOON.

WELL NORTH OF HONGKONG.

The typhoon appears to be making for Keelung and if it continues on its present course it should pass over that district on Sunday morning.

Yesterday's notifications described the typhoon depression as a severe one and the Royal Observatory reported it to be within 60 miles of Lat. 25.(N.), Long. 127.(E.), moving in a Westerly direction.

At noon yesterday the typhoon was moving inland well north of Hongkong.

THE NAVY LEAGUE.

PREPARING FOR A LOCAL FLAG DAY.

A Committee meeting of the local branch of the Navy League was held on Thursday, when general arrangements for the Navy League Flag Day to be held on Trafalgar Day (October 21st) were discussed. The Committee are arranging for an attractive concert to be held on that day.

WEAR
AERTEX UNDERWEAR.

WARMTH WITHOUT DISCOMFORT—
COOLNESS WITHOUT CHILL.

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IT IS THE UNUSUAL CONSTRUCTION OF AERTEX THAT GUARANTEES THIS COOLNESS. IT CONTAINS HUNDREDS OF TINY CELLS THAT FORM AN EFFECTIVE AIR-CIRCULATING SYSTEM WHICH COOLS THE TISSUES, CLEANSES THE PORES, AND REFRESHES THE WHOLE OF YOUR SYSTEM.

1989 UNDER SHIRTS 6.00
1989 TRUNK DRAWERS ...6.00
931 UNDER SHIRTS 3.50
931 TRUNK DRAWERS ...3.50

1989 COMBINATIONS 10.50

THE IDEAL GARMENT FOR PRESENT WEAR.

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HOUBIGANT'S
QUELQUES FLEURS PERFUME
AND
CREME EN BEAUTE.

We have Just Received a Fresh Supply of the above—place Your Order Early to avoid disappointment.

THE CHINA DISPENSARY
82, QUEEN'S ROAD CENTRAL.

COLUMBIA NEW-PROCESS RECORDS
"MEANDERINGS OF MONTY"

3312 { POLITICS—AND THAT SORT OF THING.
YOU KNOW WHAT I MEAN?

3223 { THE NEAR EAST—AND THAT SORT OF THING.
THE GENERAL OUTLOOK—AND THAT SORT OF THING.

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Wm. Powell Ltd.
'Phone 1578.

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Economy is their virtue—because they wash well and will not fade, thereby loosing none of their attractiveness, even after years of good service.

We do not claim to have the largest stock, but by careful selection in choosing we can offer a wealth of beautiful designs to coincide with any furnishing scheme.

CALL, WRITE or TELEPHONE.

Full Sets of Patterns Always Available.

NEW ADVERTISEMENTS

HOLT'S WHARF, KOWLOON.

IN the Event of the Owners of the undermentioned Goods not taking Delivery by 14TH SEPTEMBER, they will be Sold at PUBLIC AUCTION to defray Cost of Storage, etc.

THE PACIFIC TRADING CO.

T P 9 C T	1,8	8 cases Steel Files	Stored 12.3.19
P 10 C	1. 4/4 & 9.	6 cases Wood Screws	

BUTTERFIELD & SWIRE, Agents.

1231]

NOTICE TO CONSIGNEES.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION CO.'S STEAMER "SOUDAN."

ARRIVED HONGKONG ON 4TH SEPT., 1924.

FROM BOMBAY, COLOMBO & STRAITS.

CONSIGNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed AT THEIR RISK in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed."

This Vessel brings on Cargo from Persian Gulf ex B.I.S.N. and B. & P.S.N. Co.'s Steamers.

Optional Goods will be landed here unless Instructions have been given to the contrary 6 hours before arrival of the Steamer.

Goods not cleared within 8 days, including date of arrival will be subject to Rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees, and the Company's surveyors, Messrs. GODDARD & DOUGLAS at 10 a.m., on Mondays and Thursdays.

All Claims must be presented within ten days of the Steamer's arrival here after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godown.

MACKINNON, MACKENZIE & CO., Agents.

Hongkong, 5th September, 1924. [1230

"GLEN" LINE, LIMITED.

NOTICE TO CONSIGNEES.

FROM UNITED KINGDOM AND STRAITS.

THE Motor Vessel

"GLENOGLE"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained.

Goods not cleared by the 9th September, 1924, at Noon, will be subject to Rent.

All broken, chafed and damaged Packages are to be left in the Godowns, where they will be examined in the presence of Consignees by Messrs. Goddard and Douglas, on 8th Sept., 1924, at 10 a.m. Claims against the Steamer including those for Cargo short delivered must be presented on the Special Form provided, and must also be submitted within 30 days of arrival, otherwise they will not be recognised.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., LTD., Agents.

Hongkong, 2nd September, 1924. [1219

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.
AND
CHINA MUTUAL STEAM NAVIGATION CO., LTD.

CONSIGNEES per Company's Steamer "HELENUS" are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignees' risk and subject to Terms and Conditions of Storage at Holt's Wharf.

The Cargo will be ready for delivery from Godown on and after 4th September.

Optional Cargo will be landed, unless Notice has been given prior to Steamer's arrival.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 A.M. and Noon within the free storage period.

No Claims will be admitted after the Goods have left the Steamer's Godown, and all Goods remaining undelivered after the 10th September, will be subject to Rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 24th September, or they will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 4th September, 1924. [1228

FOR SALE.

No. 7, STEWART TERRACE, 270, PEAK.

FIVE Roomed HOUSE Fully Furnished. Good Drying Room. Modern Sanitation. Garden. Detached Servants' Quarters. Possession Early April, 1925.

Apply—
F. A. MACKINTOSH,
MACKINTOSH & Co., LTD.,
Alexandra Building.

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OFFICES TO LET.

TO LET.—OFFICES on TOP FLOOR, No. 14, PEDDER STREET.

For particulars, apply—
PROPERTY OFFICE,
JARDINE, MATHESON & Co., LTD.

1196]

INTIMATIONS

GREEN ISLAND CEMENT CO., LTD.

NOTICE.

AN INTERIM DIVIDEND of Fifty cents (50 cents) per Share on the Old Shares (Fully Paid) and Three cents (3 cents) per Share on the New Shares ($1.00 Paid) has been declared for the Half Year ending 30th June, 1924.

Such Interim Dividend will be payable on and after TUESDAY, the 23RD SEPTEMBER, at the Offices of the Company, where Shareholders are requested to apply for Warrants.

The REGISTER OF SHARES of the Company will be CLOSED from the 13TH SEPTEMBER, 1924, until the 23RD SEPTEMBER, 1924 (both days inclusive), during which period no Transfer of Shares can be registered.

By Order of the Board of Directors,
SHEWAN, TOMES & CO.,
General Managers.

Hongkong, 3RD September, 1924. [1220

HONGKONG CLUB.

NOTICE.

THE FOURTH YEARLY DRAWING of 20 DEBENTURES (1920 Issue—$500 each) of the HONGKONG CLUB, Payable on TUESDAY, the 30TH SEPTEMBER, 1924, will be held in the CLUB HOUSE at 11 o'CLOCK A.M., on MONDAY, the 8TH SEPTEMBER, 1924.

Bearers of Debentures are invited to attend the Drawing.

By Order,
T. A. ROBERTSON, LT.-COL.,
Secretary.

Hongkong, 28th August, 1924. [1191

BANK OF EAST ASIA, LTD.

NOTICE IS HEREBY GIVEN that An INTERIM DIVIDEND of $3.00 per Share has been Declared for the HALF YEAR ending 30th June, 1924.

The Dividend will be Payable on and after MONDAY, the 15TH SEPTEMBER, 1924, at the Offices of the Company, where Shareholders are requested to apply for Warrants.

The REGISTER OF SHARES of the Company will be CLOSED from MONDAY, the 8TH SEPTEMBER, to SATURDAY, the 13TH SEPTEMBER, 1924 (both days inclusive), during which period No Transfer of Shares can be registered.

By Order of the Board of Directors,
LI TSE FONG,
Acting Chief Manager.

Hongkong, 1st August, 1924. [1103

PEAK CHURCH.

THE SUNDAY EVENING SERVICES will be continued during SEPTEMBER, 6.30 P.M. Preachers:—September 7th, Rev. J. B. SHANN; 14th, Rev. T. B. POWELL; 21st, Rev. Dr. J. P. MACKIE; 28th, Rev. R. J. NORTHCOTT.

[1223

HONGKONG JOCKEY CLUB.

MEMBERS who intend keeping Ponies in Training for the Forthcoming ANNUAL RACE MEETING are requested to intimate to the MANAGER of the Stables the Number of Stalls they require at as early a date as possible. [1225

DOUGLAS STEAMSHIP COMPANY, LIMITED.

TICKETS will be issued for ROUND TRIPS during the Months of JULY TO SEPTEMBER, from HONGKONG to FOOCHOW (Pagoda Anchorage) and Return, Calling at SWATOW and AMOY on both the Upward and Downward Voyage, by the Company's New, Fast, Well-appointed Steamer "HAI-NING" at the Reduced Rate of $80, for the Round Voyage, including Meals while the Steamer is in Port.

These Special Tickets will be available for Return ONLY by this Steamer, either by the Voyage for which it is issued or by her following Sailing from Foochow. Duration of Stay at Foochow—48 hours.

The Trip occupies 8 to 9 days and the Steamer will Leave HONGKONG from the Company's Wharf at 5 P.M., Arriving at Daylight on her Return (Weather permitting).

The Company's Steam Launch will convey passengers from PAGODA ANCHORAGE to FOOCHOW-CITY, if required.

For further Particulars and Dates of Sailing, Apply to
DOUGLAS LAPRAIK & Co.,
General Managers,
DOUGLAS STEAMSHIP CO., LTD.

Hongkong, 17th June, 1924. [909

WANTED.

WANTED.—Competent British LADY STENOGRAPHER.

Apply—Box No. 1229,
c/o *Hongkong Daily Press* Office.

1229]

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INTIMATIONS

DEWAR'S

THE SPIRIT OF INSPIRATION.

Inspiration is the source of all things worth while; the charm of literature, the glory of art, the appeal of music and the wonder of science. Inspiration finds expression in many ways but never more happily than in the inspired blending of

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Dewar's "White Label" and "Victoria Vat."

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By Royal Appointment to His Majesty The King.

SOLE AGENTS:

A. S. WATSON & CO., LTD.,

Wine and Spirit Merchants.

ESTABLISHED 1841.

BIRTHS.

BAULD.—At Shanghai, on August 31st, to Mr. and Mrs. J. C. BAULD, a son.

DUPUY.—At Shanghai, on August 27th, to Mr. and Mrs. EMILE DUPUY, a daughter.

KAY.—At Laurieston, Falkirk, Scotland, on August 29th, to Mr. and Mrs. W. W. KAY (Shanghai) a son.

MADAR.—At Shanghai, on August 30th, to Mr. and Mrs. A. MADAR, a son.

WRIGHT.—At Shanghai, on August 30th, to Mr. and Mrs. G. H. WRIGHT, a daughter.

Hongkong Office: 1A, Chater Road.
London Office: 131, Fleet Street, E.C.

The Daily Press.

HONGKONG, SEPTEMBER 6TH, 1924.

A WONDERFUL FLIGHT.

In having "put a girdle round about the earth" the American aviators, whose arrival at Nova Scotia is now reported, have accomplished an achievement which must ever remain memorable in the history of aviation. They have not yet reached the end of their long journey, for they have yet to cross the American Continent to Los Angeles, whence they started on their adventurous journey just over five months ago. But the few thousand miles of their journey that yet remain to be traversed is doubtless regarded as the part which can give them *the least anxiety. Everybody loves a* hero, and the great achievement of these adventurous American airman commands a universal tribute of admiration. In England, while they were there six weeks ago, their remarkable feat received generous recognition in the Press. "To fly 18,000 miles seems in itself," said the London *Daily Telegraph*," a very wonderful feat, except, perhaps, to the children who are young enough to take aeroplanes as part of the accepted order of things. But to persevere in such a flight for four months on end, while being continually held up by snow and rain and mist, and by the endless mechanical mishaps which befall the best of these frail machines, is truly heroic. Well might Lieutenant SMITH say, in reply to a somewhat indiscreet question, that, while he would not have taken a million dollars to be out of the flight, he would not wish even at that price to do it again. He and his companions, by their magnificent endurance and their calculated daring, have won our hearts and have written a new chapter in the history of man's conquest of the air." After leaving England they had still 8,000 miles to go to their journey's end, and their progress across the Atlantic—by way of the Orkneys, to Iceland, thence to Greenland, and then to Labrador—has been followed with keen interest in the cables. This route, as the English papers have pointed out, avoids crossing the Atlantic at its full width, as the late Sir JOHN ALCOCK did five years ago in his "marvellous, and as yet unrivalled, flight." Even so, the American aviators had experiences that were sufficiently trying in their flight across the Atlantic. From Hull they flew in company to Kirkwall, in the Orkneys, on July 30th. There they remained more than two days before starting from Iceland. They found the weather so bad that WADE and SMITH turned back, but NELSON, in the belief that the two other machines were above him, kept on his course and succeeded in reaching Iceland. SMITH and WADE started out again the following day. SMITH made the flight successfully but WADE was forced down and in the rough sea his machine was so badly damaged that it had to be abandoned, WADE being picked up by a trawler and eventually taken aboard an American warship. It has been announced that a new plane will be ready for him at Pictou Harbour, Nova Scotia, so that he may complete the flight with his comrades who presumably will stay at Pictou Harbour until WADE reaches there. It is a curious coincidence that MACLAREN, the intrepid British aviator, met with disaster in the Pacific on the same day as WADE came to grief on the Atlantic. It must, of course, have been a great disappoint to both of them, but with machines rendered useless there was no alternative to abandonment of the flight by either of them. The Italian aviator LOCATELLI, met with similar misfortune in the Atlantic, while Zanni, the Argentine, who is seeking to circumnavigate the globe on an aeroplane had the mortification of getting his machine irreparably damaged near Haiphong. But like MACLAREN and DOIBY when similar misfortune overtook them on the coast of Asia, Zanni is being provided with a new machine, and the full story of his adventure yet remains to be written. But when we have extolled the bravery of these adventurous men, and paid due tribute to the manufacturers of the planes, in which the feat has been accomplished, we have probably said all that there to is to be said. We are never likely to see any commercial development of the all-round-the-world voyage by air.

Professor Shellshear has reported to the police that a camera, valued at $160, has been stolen from the School of Anatomy at the Hongkong University.

A Chinese pedestrian was killed in Shanghai Street, Yaumati, on Thursday, by a large stone falling on him from a house in the course of demolition.

Whilst attempting to repair an electric light over his stall at Hung Hom on Thursday night, a Chinese hawker dropped down dead. He is believed to have been electrocuted.

Mr. H. T. Jackman, Assistant Director of Public Works, in charge of the Kowloon District, returned yesterday, with Mrs. Jackman, from a short holiday in Australia and New Zealand.

The Hon. Mr. Chau Siu Ki has forwarded to the Hon. Treasurer of the Alice Memorial and Affiliated Hospitals a further sum of $900 representing nine subscriptions of $100 each collected from Chinese friends.

CABLES.

LATEST CABLES.

[THROUGH REUTER'S AGENCY.]

THE LEAGUE.

NECESSITY OF ARBITRATION.

M. HERRIOT'S VIEWS.

GENEVA, September 5th.

The public galleries of the Assembly were again packed. M. Herriot was ovated and said he hoped that one result of this Assembly would be to consecrate the principle of arbitration. (Applause.) He declared that the aggressor was the party who refused to abide by the arbitral award. This Assembly had a moral responsibility. Arbitration, security and disarmament were inseparable from each other. Arbitration was necessary for peace and must become a reality, and the loyalty of small nations must be protected. (Loud applause.)

He emphasised the need of upholding justice for all and endorsed the remarks "my excellent friend, Mr. MacDonald," had made the day before.

He declared that all the nations were clamouring for peace, so let them give them peace by international co-operation. He welcomed American co-operation.

In regard to disarmament, he said France was not animated by an hatred against Germany. France fought German militarism and France adhered to the covenant, but desired to make it a living thing. France aspired to peace by right and dignity. Owing to her own sufferings, she wished to assuage the sufferings of other nations. He concluded "France is striving for peace."

M. Herriot declared that without arbitration, security, disarmament and international solidarity were impossible. France joyfully received any proposals for conciliation. She offered all she could offer. She wanted peace and hoped the efforts of the League would lead thereto.

Signor Salandra, in a written speech, said Italy gladly associated herself with the views of Mr. MacDonald and M. Herriot and would willingly co-operate and work for reconstruction.

FRENCH COMMENTS ON PREMIER'S SPEECH.

ADVERSELY CRITICAL.

PARIS, September 5th.

The newspapers express astonishment and disillusionment at Mr. MacDonald's speech at Geneva, especially the passage relating to armaments and the admission of Germany to the League.

Le Matin comments bitterly on what it calls Mr. MacDonald's failure to throw light on the British plans of disarmament and security or to explain the rejection of the League's mutual assistance pact.

Le Petit Parisien says the British Government cannot entirely wipe out the former decisions of the Assembly, and describe as a complete failure what can only be regarded as a first effort.

Le Petit Journal states that apparently Britain herself is momentarily not fearing aggression, and loses interest in the fate of more exposed nations. It trusts M. Herriot will emphasise the French standpoint.

Figaro remarks that Mr. MacDonald, in urging the creation of a system of automatic arbitration, seriously modifies the spirit of the League.

Ere Nouvelle says the speech is far from what was expected of a Great British democrat.

L'Oeuvre deplores the negative character of the speech, but is confident that M. Herriot and Mr. MacDonald will find a common ground to explore the road of justice and peace.

Le Gaulois states it it inadmissible to ask France to expose her frontiers by demilitarisation.

L'Excelsior states that a formula must be found to reconcile the principle arbitration with a system of assistance and sanctions.

The ex-Minister Klotz, interviewed by *Echo de Paris* stated that unless the Anglo-French-American pact of 1919 was replaced by a similar guarantee, the left bank of the Rhine would not be evacuated by 1925.

EARLIER CABLES.

BRITISH PREMIER'S PROPOSAL.

A CHARTER OF PEACE.

GENEVA, September 4th.

In the course of his speech on disarmament in the League of Nations Assembly, Mr. Ramsay MacDonald said the way must be prepared for a comference on armaments, as without preparations the conference would be a failure. All the nations must participate in that conference. The London Conference had helped towards it, Britain adhered to the covenant of the League, and did not desire to weaken it. Certain articles of the covenant could be embodied in a charter of pence. (Cheers.) The matter should be referred to a committee before the Assembly separated, while the members worked to enlighten public opinion in their own countries. M. Camerlynck translated the whole speech into French. Mr. MacDonald and M. Herriot warmly shook hands before leaving the Assembly, which adjourned until the afternoon.

At the resumed debate in the afternoon, M. Ikrzynski, of Poland, strongly favoured arbitration. He advocated disarmament, but security must come first.

Mr. Charlton, of Australia, was warmly cheered when he urged the convoking of a conference on disarmament without delay. Disarmament was the only sound foundation of the League.

Herr Van Karnebeek, explaining why Holland had not subscribed to the guarantee pact, said for him the strict application of the Covenant of the League was sufficient to assure the peace of the world, provided all disputes were submitted to the ruling of the Hague court.

LATEST CABLES.

BRITISH TRADE UNIONISM.

"INDUSTRIAL ACTION."

LONDON, September 5th.

The Trade Union Congress unanimously passed a resolution congratulating the Government on the signing of the Anglo-Russian Treaties and calling the Government and the House of Commons specially to facilitate the ratification of the treaties, the application of which was most important to world peace and economic recovery. They also agreed to instruct the general council to call a special congress to decide upon industrial action immediately as there was a danger of war.

CHEAP ASIATIC LABOUR.

The congress empowered the general council to investigate conditions of labour in Eastern countries. It protested against the continued employment of Chinese and other cheap Asiatic labour on British steamers, and called for a Bill to make such employment illegal on British ships west of the Suez Canal.

"HANDS OFF CHINA."

Moscow, September 5th.

The Russian Federation of Labour has appealed to the Trade Union Congress at Hull to support the "hands off China" movement, which was started in Russia.

EARLIER CABLES.

FOREIGN VIEWS.

LONDON, September 4th.

The foreign delegates addressed the Trade Union Congress to-day. Mr. Brady, of the American Federation of Labour, said they believed in international kinship because the trade unions were the only substantial bulwarks against despotisms like Kaiserism and Bolshevism, but it was impossible for the American Federation to participate in an international federation of trade unions, which by the vote of a few individuals could commit them to a policy completely at variance with their ideas.

Mr. McClelland, of Canada, said the workers in Canada were troubled by the question of immigration. The gates of Canada were opened wide, and 133,000 entered last year, but 183,000 had left Canada to find a living in the United States.

A RUSSIAN SPEAKS.

M. Tomsky, chairman of the All-Russian Council of Trade Unions, said the labour movement all over the world was realising the necessity for greater concentration and centralisation to meet the growing internationalisation of capital. The vanquished in the Great War were the workers of the world, and the victors were the small groups of profiteers in each country. The iron hand of world capitalism was now seizing the starving German proletariat by the throat. The Dawes plan was only a new scheme for exploitation, which would only result in increased trade competition. He concluded by saying the Russian workers desired to co-operate to fight against the common enemy—exploitation.

The anti-Communist revolt of Labour, as exemplified in the speeches and resolutions of the Trade Union Congress, is further illustrated by the decision of the Executive of the Labour Party, at a meeting in Hull, that members of the Communist party may be accepted as delegates at the conference but cannot be endorsed as Labour candidates.

Mr. Pollitt, a boiler-maker, one of the Communists affected by the decision, interviewed, said it would compel many trade unions to consider their relationship with the Labour Party, but he was confident the Labour Conference would reject this decision.

LATEST CABLES.

TROUBLE IN MOROCCO.

FRENCH PRECAUTIONS.

RABAT, September 5th.

An order to prepare all contingencies for maintenance and the reinforcing of all posts in the French zone of Morocco has been entrusted to two mobile corps under General Dechambrun. There has been a certain amount of agitation among many Riffs north of the French zone for months past.

RUSSO-GERMAN TRADE.

AN OIL DEAL.

BERLIN, September 5th.

The German consortium has concluded an agreement with a Russian naphtha syndicate for deliveries of petrol and oil-products on the pre-war scale involving an annual turnover of £9,500,000.

INTERNATIONAL JUSTICE.

NEW COURT PRESIDENT.

THE HAGUE, September 5th.

The permanent court of international justice has elected Mr. Huber (Switzerland) President for 1925-7 in succession to Doctor Loder (Netherlands). The change is most interesting in view of the importance of the part the President will play in connection with the Dawes plan.

ENEMIES OF THE SOVIET.

FORTY SHOT.

MOSCOW, September 5th.

Forty leaders of the recent Georgian rising were condemned to death and were immediately shot. Their names were not divulged, but it is believed they include Prince Andronnikoy, leader of the Georgian anti-Bolshevists.

LATEST CABLES.

BRITISH SHIP'S CREW AND SOVIET.

STRANGE TREATMENT IN RUSSIA.

LONDON, September 5th.

Remarkable allegations were made by the crew of the Cardiff steamer *Glenesters*, which has arrived at Barry from Russia. It is stated that a man employed as guard on the ship shot himself. The Russian authorities detained the wireless operator and third engineer, who went to fetch a doctor, and kept them in a barbed wire enclosure all night. They were cruelly ill-treated by the Russian guard. The Russian authorities also arrested the ship's captain, Mr. Young, who when he protested was pinned against the rails and a revolver held at his stomach. The mate was hurled across the deck by the Russian guards, who terrorised the crew. The ship was only allowed to sail after the captain had been forced to sign a declaration that he and the crew were treated most courteously.

LATEST CABLES.

[REUTER'S AMERICAN SERVICE.]

BRITISH AND JAPANESE STEAMERS COLLIDE.

LATTER BADLY DAMAGED.

NEW YORK, September 5th.

The Japanese steamer *Fuji Maru* has collided with the British steamer *Larissa*. The *Fuji Maru* was extensively damaged at the stem and the plates above the water. There was no damage to cargo. It is anticipated there is no immediate danger and the vessel is proceeding to Charleston and thence probably to Newport for repairs. The damage to the *Larissa* is not known.

[According to the map reference given in the cable the collision took place in the Sargasso Sea, north of the Bahamas and south-east of Savanah, U.S.A.]

ITALIAN AIRMAN IN NEW YORK.

MET WITH CHEERS AND GROANS.

NEW YORK, September 5th.

When Locatelli arrived at the Grand Central station yesterday the police reserves had to be called out to prevent a riot between rival factions among the crowd of 5,000 Italians. Cheers for Locatelli were countered by shouts of "Down Locatelli" from local fascistists. He was rushed into a taxicab and hurried to a hotel.

The total output of the Kailan Mining Administration's mines for the week ending August 23rd amounted to 91,107 tons and the sales to 86,210 tons.

For the possession of 500 Three Castles cigarettes on which duty had not been paid, a coolie was fined $20, or 14 days' hard labour in default, by Mr. R. E. Lindsell at the Central Magistracy yesterday.

The scavengers at Canton are demanding payment of arrears of wages. They have refrained from striking on the City Public Health Department giving an assurance that part payment will be made within a week.

Mr. Ip Wai Chung, the Manager of the Amateur Comedy Company organised by members of the staff of the Imports and Exports Office, sends us a statement of the financial results of the theatrical performances given at the West Point Bazaar in aid of the Tung Wah Hospital Relief Fund. The total proceeds of the three days' performances amounted to $4,906.54.

At the Kowloon Magistracy, yesterday, a Chinese named Wong Kam-shing was charged before Mr. Hamilton with the theft of a gold ear-ring from the person of a Chinese woman at Soy Street. The man was chased and caught by a policeman on duty in the vicinity, on an alarm being raised by the complainant. He was sent to prison for six weeks with hard labour and ordered six strokes with the birch.

A Chinese was sent to prison for four months yesterday for having stolen a basket of clothing from a woman passenger. The defendant was stopped and questioned by a constable at the Leung Wing wharf in regard to a bamboo basket he was holding, and, failing a satisfactory explanation, he was taken into custody. Subsequently, it was established that the basket had been stolen from a woman. It contained, besides various articles of clothing, money and jewellery of the value of $100.

THE WAR AROUND SHNGHAI.

POSSIBLE LAND ATTACK ON WOOSUNG FORTS.

WU PEI FU'S DENIAL.

[THROUGH REUTER'S AGENCY.]

A COUNTER-DENIAL.

PEKING, September 5th.

The Government at Peking deny yesterday's Japanese agency's report and have arrested the head of the Chinese agency which also circulated it.

CHANG'S INTENTIONS.

PEKING, September 5th.

Reports from Mukden say that while Chang Tso Lin's army is probably prepared to march at short notice, there has been nothing to indicate its intention to take the field in the near future.

RIVAL YARNS.

SHANGHAI, September 5th.

The second attack of the Kiangsuites yesterday did not mature. There was no serious fighting to-day. The Chekiangites hold all the positions originally held. In the course of a small counter-attack to-day they captured a regimental commander.

Wu Pei Fu denies that any of his soldiers are fighting for Kiangsu.

Chekiang claim that the highest officer they have so far lost is a captain.

RAIL LINE TO SHANGHAI.

SHANGHAI, September 5th.

The Chinese military authorities closed the Shanghai-Woosung line this afternoon as a precaution against the possible land attack on the forts in the event of the Kiangsuites breaking through at Liuho, 15 miles north-west of Woosung.

"SOME" WARFARE.

SHANGHAI, September 5th.

Foreign observers from the front state say the most noticeable features are the primitive and utterly unsanitary arrangements to deal with the wounded, and the rapscallion type of the Chinese soldiery, following the usual Chinese custom of putting the least-trained and poorest troops in the front lines.

NEED FOR BRITISH ACTION.

LONDON, September 4th.

The *Daily Telegraph* declaims against the Foreign Office's apparent indifference to events in China and declares that official news received in London is not only belated compared with press reports, but much more incomplete. It understands that Washington is likely to take the lead in revising last year's interventionist suggestions and opines that Britain should be the first to support any proposals for protecting the interests of foreigners in China and safeguarding railway communications.

The journal points out the obvious limits at present set to intervention, but says much can be done to improve the situation in regions where influence can be readily exercised.

[BY COURTESY OF THE "DAILY BULLETIN."]

PRESS GANGS AT WORK.

SHANGHAI, September 4th.

Press gangs are hard at work in the Chapei district, bordering the Foreign Settlement, and hundreds of people have fled into the Settlement for safety. A miniature reign of terror was set up by these gangs last night. They are made up of between 20 and 30 men, partly soldiers and partly police. The people are being impressed not as soldiers but as labourers, and when a number are gathered they are lashed together with ropes and put into motor-cars and sent away to the scene of operations. All along the boundaries Sikh and Chinese Settlement police are on duty to prevent the press gangs coming in.

SHANGHAI, September 4th.

Reuter's special correspondent at Nanking yesterday reported that he had been reliably informed that Chi Hsieh Yuan left for Changchow early yesterday morning to take personal command of his troops at the headquarters. Chi Hsieh Yuan has a strong position at Quinsan and along the Soochow Creek at Henli. Chi Hsieh Yuan holds the Quinsan bank and the railway bridge, which is the most important bridge along the railway. Conscription at Nanking has ceased, and the indiscriminate seizing of Chinese and pressing them into service is forbidden owing to the vigorous protest of the Chamber of Commerce, and now coolies may not be enlisted except after consultation with the police. Men joining up are to receive 20 cents a day and to be looked after.

DR. SUN'S "NORTHERN EXPEDITION."

MARSHAL TUAN COMING TO HELP.

The *Canton Gazette* gives prominence to the following report issued by the Pacific News Agency (Canton):

Considering that now is the opportune time for the revolutionary forces in China to put down the counter-revolution faction, Marshal Tuan Chi-jui, the ex-Premier, who has been quietly staying in Tientsin for some time, is proceeding to Canton to help Dr. Sun Yat-sen in the coming Military Campaign against the Chihli party, says a telegram from Tientsin. On the arrival of Marshal Tuan, the Government at Canton will be reorganized. Marshal Tuan strongly upholds Dr. Sun to resume the Presidency, and Tuan himself be appointed Commander-in-Chief of the Northern Expeditionary Forces. General Hsu Shu-tseng, a staunch supporter of Marshal Tuan, is sent to Canton by Tuan to make preliminary preparations for the organization of the Government and the Military Campaign against the North. Mr. Ng Chi-fei, a noted educaitonist, highly respected by General Chen Chiung-ming, is also coming to the South from Shanghai to arrange for a better understanding between the authorities here and General Chen. It is reported, Mr. Ng will ask General Chen to resume his loyalty to Dr. Sun so that the war in the East River can be avoided, and all the picks of the Allied forces in this province can be sent to join the coming Northern Expedition.

Our Canton contemporary adds the following details:—

According to information obtained from military headquarters plans of the coming Expedition against the North have been adopted at recent military conferences of the high authorities here. Generals Li Lieh-chun, Tan Yen-kai and Fan Chung-shan are strongly urging the Generalissimo, Dr. Sun, to start the Expedition at an early date. It is reported, the expeditionary armies will advance northward by three different routes. The Main Force, under the personal direction of Dr. Sun, will consist of the Yunnanese, Honanese, and Cantonese troops, with the Kiangsi troops under General Li Lieh-chun as van-guards. This force will probably take the route into Kiangsi province.

The Left Wing of the Campaign will be the entire Hunanese Army in Kwangtung, with General Tan Yen-kai as its commander-in-chief. This army will march into Hunan to oust pro-Wu forces in that province. The newly organized northern expeditionary armies will participate in the Right Wing, which will probably advance toward Fukien.

DEFENCE OF EAST RIVER AND CANTON.

There will be no fighting in the East River districts, as the main forces of General Chen Chiung-ming have been withdrawn from the East River and sent into Fukien, according to the vernacular reports. After the Hunanese, Honanese and parts of th Cantonese and Yunnanese armies have been sent northward in the coming expedition against the North, the entire Western Punitive Army would be entrusted with the defence in the East River, with the assistance of some Yunnanese troops. The Cantonese Army and the newly organized provincial gendarmes of Kwangtung can well handle the defence of Canton and the West and North districts.

FENGTIEN SENDS TROOPS DOWN.

It has been learnt from the General Headquarters here that a telegram was received from Marshal Chang Tso-lin of Fengtien declaring that the forces of the Three Eastern Provinces had been mobilized and sent down into Chihli to attack the Chihli troops. In the telegram, it is reported, Marshal Chang urges the Government at Canton to start the Expedition against Chihli immediately.

TUPAN LU'S SON COMING TO CANTON.

It is also learnt that a telegram has been received from General Lu Yung-hsiang, the Chekiang Tupan who is engaged in war against Kiangsu, is sending his son, Lu Shao-cha, to Canton to make arrangements with the authorities here with regard to the coming campaign against the Chihli party.

HOW SHANGHAI HAS BECOME THE BIG PRIZE.

Mr. George E. Sokolsky writes in the *N.-C. Daily News*:

The position of Shanghai in the politics of China has become increasingly more important since the founding of the Republic, not only because it is the economic capital of the country, but also because the freedom from governmental control has made it possible for most of the anti-Peking movements to propagate from this centre.

Yuan Shih-kai understood this better than did the Manchus. He took advantage of the possibilities here and established a Defence Commissioner, a new officer, to watch both Nanking and Hangchow and at the same time to suppress any movements which might arise in this city in opposition to himself.

SHANGHAI IN THE PAST.

During the Manchu **regime**, Shanghai was not an important city. Previous to the coming of the foreigners, it did not compare in political importance with Nanking or Soochow, or in economic importance with Ningpo or Foochow. The Taiping rebellion brought to the small foreign settlements large numbers of Chinese refugees, even as the present war is bringing them. With the growth of trade came the growth in population. Politically, Shanghai was part of the territory of the Viceroy of Liang Kiang, which included Kiangsu, Anhui and Kiangsi and the capital of which was at Nanking. Shanghai was in Kiangsu province, the capital of which was Soochow. It was in the Su-Sung-Tai circuit, which consisted of Soochow, Sungkiang and Taichow.

Hangchow, the capital of Chekiang, was not concerned with Shanghai affairs. It was altogether under another Viceroy, that of Min Che, which consisted of Fukien and Chekiang, and the capital of which was at Foochow. There was a governor of Chekiang Province, whose seat was at Hangchow.

THE NANKING VICEROY.

The Viceroy at Nanking was a very important personage in the Government. After the signing of the Treaty of Nanking, he was the Southern Superintendent of Trade and during the *regime* of Tseng Kuo-fan, he was the doyen of all Viceroys, politically the most powerful figure in the country. The death of Viceroy Tseng and the accession of Li Hung-chang shifted the power to Tientsin. The necessity for military and governmental reforms in Peking and the personality of Viceroy Li Hung-chang were factors in effecting this change. To this power Yuan Shih-kai succeeded.

Yuan Shih-kai realized that his own strength lay in the centralization of authority and in undermining the localization tendencies of the provinces. Some of the proincial Tutuhs and Governors were his equals in rank or authority previous to the revolution. Many of them differed with him on many questions at issue. To counteract oppositional movements, he placed Defence Commissioners in strategic places, whose duty it was to maintain order. Some of these Defence Commissioners appear redundant unless one realizes Yuan's motives. For instance, although Nanking is the capital of a province and the seat of a Tuchun with a large army, there is also a Defence Commissioner in that city. That is true of almost every provincial capital.

YUAN'S DEFENCE COMMISSIONERS.

During the Manchu *regime* there were very few troops in Shanghai because Shanghai is not on the great highroads to anywhere. It is at the end of all things. There might be some use for a navy, were China's naval forces capable of withstanding an attack by a foreign Power, but there never has been and there is to-day no use for a large military force at Shanghai. Yuan placed such a force here under the Defence Commissioner, not to keep the foreigners within the settlements, but to watch the doings of the Military Governors at Nanking and Hangchow and to suppress Kuomintang plots. When Admiral Tseng Yu-cheng was appointed to the post in 1915 his title was raised to that of Military Governor of Shanghai a title which General Ho Feng-lin holds to-day. The position of the Defence Commissioner under Yuan Shih-kai was similar to that of the Tartar General under the Manchus. He was a military officer, commanding troops, directly responsible to Yuan and in no way under the authority of the Governor of the province in which he was stationed. It was under this system that Shanghai became politically independent of Kiangsu.

Lu Yung-hsiang before he became Tuchun of Chekiang, was Defence Commissioner of Shanghai. One of his subordinates was General Ho Feng-lin, who had been Defence Commissioner at Ningtai in Chekiang. General Lu came to regard the Shanghai position as his own. When he was appointed to Chekiang, he insisted upon his man being sent to Shanghai. He kept his own troops in this city. In a word, at the time when the Tuchuns were asserting their authority over the Defence Commissioners, when the latter no longer had Yuan Shih-kai to uphold them, Lu Yung-hsiang insisted upon the independence of the Shanghai military from the control of the Nanking Tuchun. Therein lies the whole explanation of the present struggle. For as Tuchun of Chekiang, Lu Yung-hsiang would be a very small man in the military hierarchy of China. As controlling the military organization in Shanghai in addition to being Tuchun of Chekiang, he became one of the principal figures of the country.

THE INFLUENCE OF NINGPO.

For, it is the wealth of Shanghai that matters now—its wealth and political influence. No political movement can go very far which is not financially supported by some group in Shanghai. And that group will either be Ningpoese or Cantonese. For a time, the Cantonese merchants in Shanghai were a political factor, but they quarrelled among themselves, their guild has been split into parts and their interests have been diverse, since some support Sun Yat-sen while others have in the past favoured Chen Chiung-ming and now favour Wu Pei-fu. But Ningpo men have worked more or less together through all their apparent quarrels. Their rows within the Ningpo Guild have been family affairs, but when questions arose affecting Ningpo or Chekiang or the interests of the Ningpo community in Shanghai, the personal jealousies and animosities of leaders, the desire for power and fame disappeared. All thangs laboured for Ningpo. To-day, Shanghai is economically a colony of Ningpo. Most of the native banks are controlled by Ningpo money lenders. And Ningpo is a city of Chekiang and its desires are that Shanghai shall be controlled by Chekiang. The independence of Shanghai from Nanking therefore has that much support and authority.

KIANGSU INTERESTS OUTSIDE.

The Kiangsu people in Shanghai have on the whole lost their contacts with Nanking, although Chi Hsieh-yuan has, for two years, done what he could to bring them back into the fold. Kiangsu ends at Soochowfi so far as politics are concerned and the great Soochow gentry man, Chang I-lin, is the leading factor in Kiangsu politics at this moment. The Kiangsu residents of Shanghai are so mixed up with the Ningpo men, they have had so many business relations with the Ningpo native banks and the Ningpo compradores that it is difficult for them to realize that the peace of Kiangsu is perhaps as important as the business of Shanghai. At any rate, the Nanking authorities have come to believe that the peace of last summer was made largely by Kiangsu gentry whose interests are in Shanghai. It is therefore interesting to note that the most important question between the two provinces, namely whether Shanghai shall remain independent or shall become again a part of Kiangsu, was never broached. Chi Hsieh-yuan was dissatisfied with such a peace. The Government in Peking was dissatisfied. It was like the Versailles Treaty: it made peace but there was no peace.

SHANGHAI'S GREAT WEALTH.

The total foreign trade of China in 1923 was Hk. Tls. 1,676,320,303. The trade of Kiangsu and Chekiang amounted to Hk. Tls. 871,725,271 or approximately 52 per cent. of the whole country. Shanghai alone contributed Hk. Tls. 712,101,318 or approximately 42 per cent. of the whole. This is foreign trade alone. These figures alone will indicate that there is something to fight for, since where there is money there is power in China, as elsewhere. But these figures in no way show the whole, the wealth of the local banks, the trade in native goods passing through likin stations in the interior of the provinces, the secret, illicit trade which a military man can countenance and which brings him wealth and power. The economic importance of Shanghai and its environs and the ability of a keen Chinese militarist or politician to make money out of it, is the explanation for the continued conflict between Nanking and Shanghai over the jurisdiction of this city. General Lu Yung-hsiang has been able to maintain his independence of the Peking Government because of this economic support. Until that independence ceases, no matter who controls Nanking, the party in power in Peking will fight for the control of Shanghai.

SENSATIONAL CASE RECALLED.

The tragic death of Major Cecil Cameron, D.S.O., 26th Battery R.F.A., who was found dead with a bullet wound in his head in his quarters at the barracks at Sheffield, recalls a sensational case at Edinburgh in 1911, states a London wire of August 19th. Major Cameron, who was then lieutenant, and his wife were sentenced to three years' imprisonment for attempting to defraud Lloyds of £6,500 insurance money on a pearl necklace of which the wife alleged she had been robbed. Major Cameron refused to give evidence at the trial. Major Cameron rejoined the Army in 1914, two months after a petition for retrial of the case had been presented by Colonel Donald Cameron of Lochiel Fife, dukes and a host of other notables, including Lord Roberts. Major Cameron had a most distinguished war career, won many decorations and was granted a full pardon in 1917, and reinstated as an officer. It was announced in April last that he had been appointed military attaché at Riga, but the appointment was subsequently cancelled.

SAFETY OF ST. PAUL'S CATHEDRAL.

The safety of St. Paul's Cathedral is by far the most vital problem raised by the proposal to build a bridge across the Thames near the Cathedral. A Royal Fine Art Commission, instructed to report on the matter, says that the piers supporting the dome are in a precarious condition and serious fears are entertained for the safety of the dome itself, while the increasing heavy motor traffic is a grave risk to the building.

"COLONIAL SECRETARY."

In the House of Commons recently, replying to Mr. J. Davies (Co-operator) who suggested an alteration of the title of Secretary of State for the Colonies so as to include "Dominions," Mr. J. R. Clynes (Lord Privy Seal) said that the question had been considered periodically during the past few years, but it had always been felt that there was no pressing need or desire for the change.

LAWN TENNIS.

VARSITY INTERNATIONAL.

AMERICANS DEFEATED.

[BY A. WALLIS MYERS, C.B.E.]

The Bank holiday crowd swarmed into Devonshire Park, Eastbourne, on August 4th, to see the finish of the international match between the rival universities of England and America. The weather was none too promising in the early morning, but the courts again showed their recuperative powers, and seemed none the worse for their week-end bath. It was a day of fluctuations and exciting spurts, but in the end Oxford and Cambridge drew clean away from their adversaries. They won by the handsome margin of nine matches, proving at the finish that they were not only the better balanced, but the better trained team. In singles they discounted the violent service of the Americans by the steadiness of their ground work, and in doubles they drove this moral more strikingly home. Their service returns had more accuracy and more variety. This was the fruit of their greater experience, for though the heart of the American eagle may have been as sound as the heart of the British lion, the lion's tail had more power in it than the eagle's wings.

But let me tell the story briefly as it went. Youth was in hot pursuit of a moving ball all the time. The position at the day's start was auspicious for Oxford and Cambridge. They were leading by four matches to two. At lunch they had increased this advantage to seven matches to three, thanks to some brilliant play in doubles by Kingsley and Watt and the checking of an ominous rot by Van Alen and Lezard after they led 5-1 in the final set against Briggs and Sheridan. But the Americans returned in fighting mood in the afternoon, and so incisive was their service and so resolute their volleying that they captured three singles simultaneously without the loss of a set. Kingsley and Watt both went down to the visiting first strings, and Van Alen so far renouncing his form of Saturday as to lose the first eleven games against Watson, who was quite Tildenesque in this counter. The Cambridge captain rallied to win three games, but his cause was desperate and he could not save it.

THE TURNING-POINT.

The verdict was now in the balance again, but the Indians had yet to show their cool hand. The most dependable Hadi beat Pfaffman after the American captain had led 8-7 and 40-love. Double faulting was again Pfaffman's besetting sin. He served three in a row, and so threw away his great chance. Rutnam was too active for the left-handed Sheridan. The home seven now led by nine matches to six, needing only two further successes for definite victory. They made no bones about the second round of doubles. All three matches were gallantly won in the final set. Van Alen recovered his touch and returned service so accurately and cunningly that he and Lezard beat the crack visiting couple, Ingraham dropping his service after 30-love in the ninth game. Kingsley, whom I believe to be the best young doubles player in England to-day, made the winning drive of the match. Like a house on fire the spirit of victory spread. Not a match did the Americans win.

The third round of doubles ended like the second, except that in this case only one set was dropped. Jones and Ingraham retired to Kingsley and Watt when the latter were leading 4-1. Harvard and Yale thus won only one doubles match out of nine. This was the unexpected blow to their hopes. It proves, I think, that the fast practice at home and abroad which the Oxford and Cambridge players have enjoyed this year has been most beneficial. In this branch all played well, Kingsley and Van Alen perhaps with most brilliancy, the two Indians with unfaltering steadiness.

Let me add that in Tim Horn, of Cambridge, and Sydney Hepburn, of Oxford, both members of former teams touring in America, the home universities have had two zealous and judicious officials. To them, as well as to the players, the happy result recorded is due. Results:—

SINGLES.

D. R. Rutnam (Cambridge) beat A. R. Sheridan (Yale), 6-1, 7-5.

C. H. Kingsley (Oxford) lost to W. W. Ingraham (Harvard), 2-6, 4-6.

A. S. Watt (Oxford) lost to [illegible]old Jones (Yale), 1-6, 4-6.

J. H. van Alen (Cambridge) [illegible] to C. Watson (Yale), 0-6, 3-6.

S. M. Hadi (Cambridge) beat K. Pfaffman (Harvard), 10-8, 7-5.

D. R. Rutnam (Cambridge) beat A. Briggs (Harvard), 6-1, 3-6, 6-4.

DOUBLES.

C. H. Kingsley (Oxford) and A. S. Watt (Oxford) beat K. Pfaffman (Harvard) and C. Watson (Yale), 4-6, 8-4, 6-4; beat A. Briggs (Harvard) & A. R. Sheridan (Yale), 6-2, 2-6, 6-2; beat Arnold Jones (Yale) and W. W. Ingraham (Harvard), 6-3, 4-6, 4-1 (retired).

J. H. van Alen (Cambridge) and J. J. Lezard (Cambridge) beat Briggs and Sheridan, 6-1, 6-8, 8-4; beat Jones and Ingraham, 6-3, 4-6, 6-4; beat Pfaffman and Watson, 6-2, 8-6.

H. C. Fisher (Oxford) and S. M. Hadi (Cambridge) lost to Jones and Ingraham, 6-4, 3/6, 4-6; beat Pfaffman and Watson, 6-1, 6-4; beat Briggs and Sheridan, 6-4, 6-4.

ENGLISH CHURCH IN YPRES.

Pilgrims from overseas and the Mother Country, visiting the graves of relatives in Flanders, will in future, find in an English Church, in the words of Lord Ypres "a quiet place for prayer and remembrance."

The Archbishop of Canterbury, The Bishop of London, Generals Plumer and Pulteney, in a joint letter to the *Times* makes an appeal for the prompt erection of a memorial Church in the vicinity of Ypres.

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FROM MUSIC CRITIC TO THE BENCH.

U.S. WOMAN SUPREME COURT JUDGE.

LONDON, July 18th.

Judge Florence Allen, of the Supreme Court of Ohio, who is now visiting England, is probably the only woman in the world holding office in a Supreme Court. She is a youngish woman with a quiet, rather reserved manner, but is said by those who know her to be one of the most effective public speakers in the United States.

She has had an interesting career since she graduated from her first university in 1904. She is a fine musician, and began her professional life by going into journalism and acting as music editor of a Cleveland newspaper. After some years of that she took up the study of law, first at her old university, then at the Chicago University Law School, and after acting as legal investigator for the New York League for the Protection of Immigrants she took another law degree at New York University, lecturing meantime for women's clubs on current political history.

She practised for several years as a barrister in Cleveland, Ohio, where her home is, and attracted a good deal of attention by her conduct of a case which resulted in establishing the right of women to the municipal vote in certain towns. Miss Allen was the first woman attorney to appear before the National War Labour Board. This was in defence of women who had—as in England—been employed as street-car conductors when the men went to the war. The appointment of the women led to a strike among the remaining men. "We won the case," said Judge Allen, "but before it was settled the women had been made so uncomfortable that they had all left. So it was a barren victory."

For some time Miss Allen held the position of assistant county prosecutor, and in 1920 she was elected judge of the Court of Common Pleas by the greatest vote ever given for a judicial candidate for that court. Two years ago she stood as an independent candidate for the Supreme Court. She had the organised women of the State behind her, and was supported by many women of the two political parties. The Court of Common Pleas largely corresponds to our King's Bench Division, but includes also criminal and divorce cases. In the Supreme Court, to which judges are elected for a term of six years, there are seven judges, who sit on every case submitted. They hear all the cases sent up from the Appeal Court, and in 95 per cent. of the cases their decision is final. The only higher court is the Federal Supreme Court.

It is recorded that Judge Allen was the first woman in the world to preside in a first degree murder case. The point is interesting, but after all many queens have exercised the powers of life and death, and, it is possible that in Soviet Russia woman of no rank at all have had the same prerogative.

WOMEN AND THE LAW.

Remembering how critically our newly appointed women magistrates look at our laws and administration, the interviewer asked Judge Allen whether women judges had the same tendency. She hesitated somewhat in answering, but said she thought perhaps a woman judge was rather more inclined to inquire into the justice of the law because she came to it with a fresher attitude.

"Women," she said, "have, I think, two distinct contributions to make to the administration of justice. They have a fresher point of view. They come in not as part of a system which they have looked forward to joining professionally. Perhaps their eyes are a little more open to human questions than those of the men, who go on thinking of carrying on an old-established legal system.

"And then," she said, "they have the woman's point of view. The litigants are both men and women, and the woman's point of view has to be expressed in the administration of justice, as elsewhere. It would be a one-sided administration of justice which was run by women only when so many men were litigants, and necessarily at certain points the administration of justice in the past has been one-sided because so many women were litigants and it was only run by men."

Judge Allen said she had found integrity and a sincere desire to do justice almost universal among the judges with whom she had been associated. She had been treated with the greatest courtesy and consideration by her colleagues, and they were undoubtedly interested in her reaction to the cases that came before them. She said the women of her State watched her work with much interest. She was conscious that the first woman to hold such a position was indeed closely watched by the public. She was expected not only to do her job as well as a man, but people thought she should do it better.

It is rather hard (the interviewer suggested) that the first woman is always expected to be the best man.

"Yes," said Jduge Allen, "but she gets a certain stimulus from the idea that she should reach the highest standard."

ON ENGLISH COURTS.

Judge Allen, who intends to attend the meetings of the Bar Association next week, has been in London for some days and has visited several of our courts. "I think they are fine," she said, "and they have already reached the end we are only aiming at—the swift administration of justice. I understand that in your courts an ordinary murder case can be dealt with in a month or six weeks. In my State it would be a very remarkable murder case that could go through the various revisions to which it is subjected in less than a year. The quickest case I know lasted nearly five months."

In the United States Judge Allen is well known as a speaker and one who speaks with strong conviction on the lawlessness of war. It was a speech of hers on the outlawry of war that attracted the attention of Lord Robert Cecil when he last visited the States. He telegraphed to ask for an interview, and Judge Allen went to Washington to meet him. When she visited Geneva last year she was entertained at luncheon by the British Delegation. She is over here on a holiday, but many women will wish that she could address at least one meeting.

(Continued on next column.)

WEATHER REPORT

September 5th at 17.10.—Warning to Hongkong, Coast Ports, &c.—A severe typhoon within 60 miles of Lat. 25 deg. N. Long. 126 deg. E., moving W.N.W.

September 5th at 17.13.—Pressure has increased slightly at Naha and over the Philippines. It has decreased slightly at Ishigakijima, and is nearly stationary elsewhere.

At noon the typhoon was about midway between Naha and Ishigakijima, moving W.N.W.

Hongkong rainfall for the 24 hours ending at 18 hours, Sept. 5th, 0.00 inch. Total since January 1st, 82.41 inches, against an average of 87.71 inches.

The forcast for the 24 hours ending at 18 hours, Sept. 6th is as follows:—

District	Forecast
Formosa Channel	N.W. winds, freshening.
Hongkong to Gap Rock	W. winds, moderate, fair to showery.
South coast of China between Hongkong and Lamocks	do.
South coast of China between Hongkong and Hainan	Light, variable winds.

HONGKONG TIDE TABLE.

From Sept. 6th to 12th, 1924.

Days of Week.	Days of Month.	High Water. H'kong. Standard Time.	High Water. Height.	Low Water. H'kong. Standard Time.	Low Water. Height.
		h. m.	ft. in.	h. m.	ft.
Satur.	6	m 1 40	6 4	m 8 33	2 7
		3 11 a	4 9	7 57 a	3 9
Sun.	7	m 2 46	6 5	m 10 32	2 6
		5 9 a	4 6	9 6 a	4 2
Mon.	8	m 4 4	6 6	m 11 52	2 3
		6 46 a	4 7	10 33 a	4 2
Tues.	9	m 5 19	6 9	0 56 a	1 9
		7 44 a	4 9	11 54 a	4 1
Wed.	10	m 6 26	7 2	1 49 a	1 6
		8 23 a	5 1		
Thur.	11	m 7 24	7 4	m 0 39	3 7
		8 54 a	5 3	2 31 a	1 5
Fri.	12	m 8 14	7 5	m 1 52	3 4
		9 24 a	5 5	3 8 a	1 6

BOARD OF CONSERVANCY WORKS OF KWANGTUNG.

Water levels in English Feet at 10 A.M. 1924.

Place of Observation.	Highest W.L. ever recorded.	Lowest W.L. ever recorded.	W.L. Sept. 3	W.L. Sept. 4
	Feet.	Feet.	Feet.	Feet.
Wuchow, W. River	+79.60	−2.42	—	—
Kongmoon W. River	+14.70	0.80	+6.4	+6.7
Linkonghow, N. River	+37.0	—	+13.5	+12.0
Shiuchow, N. River	+35.81	—	+4.7	+4.7
Samshui, N. River	+27.25	−5.00	+10.*	+10.7
Shekiung, E. River	+15.16	−0.*	+3.*	+3.7

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Hongkong, 4th September, 1924. [1227.

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Hongkong, 1st September, 1924. [1215

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Hongkong Daily Press 6/9/24.

O. S. K.

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"SEATTLE MARU" ... ... Friday, 12th Sept.

BOMBAY via Singapore and Colombo.

"BORNEO MARU" ... ... Monday, 8th Sept.
"ALTAI MARU" ... ... Monday, 15th Sept.
"SUMATRA MARU" ... ... Saturday, 20th Sept.

BANGKOK, SAIGON via SINGAPORE.

"KISHU MARU" ... ... Thursday, 2nd Oct.

CALCUTTA via Singapore & Rangoon.

"HAMBURG MARU" ... ... Friday, 26th Sept.

VICTORIA, SEATTLE, TACOMA & VANCOUVER via Shanghai and Japan Ports.

"ARABIA MARU" ... ... Friday, 26th Sept.

NEW YORK via Japan Ports, San Francisco and Panama.

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"AMUR MARU" ... ... Saturday, 13th Sept.
"GANGES MARU" ... ... Sunday, 21st Sept.

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"KAIJO MARU" ... ... Sunday, 7th Sept., 2 p.m.
"AMAKUSA MARU" ... ... Sunday, 14th Sept., 2 p.m.

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S.S. "C. LOPEZ Y LOPEZ" ... ... 12th Oct.
S.S. "ISLA DE PANAY" ... ... 3rd Dec.

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HONGKONG.

A WEST END TRAGEDY.

YOUNG COUPLES ACT.

"HAPPINESS COST TOO MUCH."

LONDON, August 12th.

A verdict of suicide in both cases was returned at the inquest on Capt. Thomas Geddes, formerly A.D.C. to Sir Frank Sly, Governor of the Central Provinces, and on his wife who was Sir Frank Sly's daughter. They were found shot in a Jermyn Street flat on August 8th.

Capt. Geddes' mother Mrs. Ellen Walker giving evidence said that Capt. Geddes' father was a financier and had shot himself in 1921. She was not living with him at the time on account of his behaviour. She had since remarried.

She declared that she knew nothing of her son's financial condition because he had not written to her for three years.

The steward at Capt. Geddes' flat said that Capt. Geddes was sober and temperate. The couple were happy together and they had arranged to return to India at 10.30 on the morning of August 8th. But half an hour previously witness heard a scream and Mrs. Geddes rushed out stating that her husband had shot himself in the bath-room. Witness went out to fetch a doctor leaving his wife in charge of Mrs. Geddes. He returned and found that the latter in the meantime had shot herself after importuning the steward's wife to leave her for a minute.

Representatives of the Bankers, Messrs. Grindlay & Co., deposed to Capt. Geddes' account having being overdrawn by £13.

Colonel Anderson gave evidence to the effect that Capt. Geddes was in poor health following a nervous breakdown in France and malaria in Mesopotamia. He expressed the opinion that when Capt. Geddes came home he did not appear to be strong either mentally or physically.

A representative of the India Office detailed Capt. Geddes' movements during leave and stated that he proposed to embark for India at the end of August. The India Office had advanced him £150. He did not apply for more. If he had done so the application would have received sympathetic consideration.

A Coroner's Officer in his evidence said that examination into Capt. Geddes' correspondency revealed a letter from an Indian firm at Pachmahri threatening legal proceedings unless an account of £90 was settled. There were also unreceipted accounts relating to Exmoor hunting and stables totalling over £400.

The Coroner who sat without a jury read a letter dated August 8th saying:—

"I propose, Joan——. After I have written this I am going to kill myself. I love you more than ever. Please try not to think too badly of me.—Ray."

CORONER'S CONCLUSIONS.

The Coroner continued that there was no question that the unfortunate people took their lives. They were both young and practically on their honeymoon. It was natural that they should try to have a good time. Undoubtedly, they were enjoying themselves hunting and taking an expensive flat. They had spent more money than they anticipated.

Capt. Geddes had booked their passages to India, but he appeared to have been left without the funds necessary to meet his outstanding accounts. The Coroner was of opinion that Capt. Geddes having suddenly discovered that happiness had cost such large sums and that he was not able to discharge his debts took the matter to heart. And not being mentally perfect, or strong and healthy owing to illness contracted in service, his brain seemed to have yielded to a sudden impulse to end his troubles by taking his life.

The Coroner thought the fact that his father died by his own hand would play a part in bringing about the tragedy. A sensitive man would also keenly feel an estrangement from his mother. He had married a wife to whom he was devoted, but whom he found himself unable to support. And in a moment of despair—a sort of insanity—he committed suicide.

After that his wife stunned by an overwhelming sorrow, and in a state of frenzy, appeared to have yielded to the almost insane impulse to join her husband and kill herself.

The Coroner was of opinion that there was no question of harsh treatment by the India Office. On the contrary his pay was good for an Officer of 25 in India. He had been kindly treated as regards extension leave and been paid a handsome advance towards expenses for his return.

The Coroner thought that both were insane at the time of the tragedy.

INCITING TO MUTINY.

CASE AGAINST LONDON EDITOR DISMISSED.

Mr. J. R. Campbell, editor of the *Workers' Weekly* who was remanded on bail at Bow Street Police Court on August 6th, for inciting to mutiny in the Army and Navy, was discharged on August 13th.

Mr. Travers Humphrey, on behalf of the Public Prosecutor, decided not to offer evidence and declared that, since process was issued, it had been represented that the article was not intended to induce soldiers to disobey lawful orders, but was a comment on the suppression of industrial disputes with armed forces. The Public Prosecutor had the more easily accepted this alleged intention of the article on account of the defendant's excellent character and admirable military record.

An earlier message stated:—

John Ross Campbell, editor of the *Workers' Weekly*, was remanded on bail at Bow Street on a charge of inciting to mutiny in the Army and Navy in the course of an article in his paper.

The matter was raised in the House of Commons, when the Attorney-General replying to Mr. Scurr, said that the editor was arrested in a police raid on the offices on a warrant granted by a magistrate.

(Continued on next column.)

AROSA PORT

OBTAINABLE EVERYWHERE. [463

WHEN APPETITE FAILS!

"There is no sauce like appetite," says the old proverb, and the statement is altogether true. With a keen appetite you can relish the plainest food, while without it the daintiest morsel fails to tempt you, and you no longer have any pleasure in eating. Indeed, there is frequently actual distress; for when appetite fails there is almost certain to be something materially wrong with the digestive system, and pain in some degree as a natural consequence.

Now, digestion is the prime function of life—physiologically speaking—the process by which the food you eat is ultimately converted into blood, brain and muscle; the process, in short, by which you exist, and compared to which all else is unimportant. It is a long and complex process, and any failure in any part of it must of necessity be injurious to health. If you allow your digestion to get out of order, your whole system will surely suffer.

Good food, when perfectly digested, becomes pure, rich blood, in which the germs of disease cannot live; your body being thus fully nourished, every organ does the work which Nature intended it to do; there is vitality, reserve force, strength to resist, and disease cannot enter your system.

On the other hand, food (however good it may be) imperfectly digested, cannot make pure blood, because it cannot yield its nourishment; your system is starved, every organ of your body right up to the brain suffers for want of sustenance; you become weak, nervous and anæmic, while impurities, due to decomposition of the undigested mass in stomach and bowels, are drawn into your blood to pollute your whole system, and prepare the way for dangerous diseases.

It will thus be seen how all-important is this matter of digestion, affecting as it does every other function of the body, and how earnestly you should strive to keep it active. It is the foundation of your physical, bodily well-being, for without a sound digestion, good health is hopelessly, utterly impossible.

On the slightest indication of digestive weakness take Mother Seigel's Syrup. It will tone and invigorate your stomach, liver and bowels, cleanse your blood and ensure perfect digestion, perfect assimilation, and, therefore, perfect health.

For fifty years, Mother Seigel's Syrup has been the favourite family remedy for digestive disorders—loss of appetite, pains after eating, flatulence, acidity, biliousness and constipation. It is a tried and trusted herbal remedy, which does its work effectually because it acts *naturally* upon the organs of digestion. Test it for yourself to-day and prove its remedial value. The Syrup is also sold in Tablet form.—*Adct.*

Mr. Maxton, Mr. Buchanan and other Labour Members put questions, contending that the views in the article, which told troops not to allow themselves to be used in industrial disputes, were shared by the bulk of Labour Members, but the Speaker stopped the questions on the ground that the matter was *sub judice*.

INDO-CHINA
STEAM NAVIGATION COMPANY, LIMITED

SAILINGS SUBJECT TO ALTERATION.

MANILA	"YUENSANG"	...Saturday,	6th Sept., 11 a.m.
SANDAKAN	"MAUSANG"	...Saturday,	6th Sept., 1 p.m.
HAIPHONG via HOIHOW	"MINGSANG"	...Sunday,	7th Sept., 7 a.m.
BANGKOK via SWATOW ...	"KWAISANG"	...Monday,	8th Sept., 5 p.m.
SHANGHAI via SWATOW	"WAISANG"	...Tuesday,	9th Sept., 10 a.m.
STRAITS & CALCUTTA ...	"KUTSANG	...Tuesday,	9th Sept., 3 p.m.
TSINGTAU via SWATOW... & SHANGHAI ...	"KWONGSANG"	...Wednesday,	10th Sept., 10 a.m.
SHANGHAI via SWATOW	"FOOSHING"	...Friday,	12th Sept., 10 a.m.
MANILA via AMOY ...	"SUISANG"	...Saturday,	13th Sept., 3 p.m.
SHANGHAI via SWATOW...	"LOKSANG"	...Sunday,	14th Sept., 10 a.m.
TIENTSIN	"CHIPSHING"	...Wednesday,	17th Sept., Noon.
KOBE via SHANGHAI & MOJI	"HOSANG"	...Sunday,	21st Sept., 7 a.m.
STRAITS & CALCUTTA	"NAMSANG"	Monday,	22nd Sept., 3 p.m.

CALCUTTA LINE:—This Line now affords regular sailings to Calcutta, Penang and Singapore, returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai.
All steamers have excellent passenger accommodation, are fitted with Wireless and carry a fully-qualified Surgeon.

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HAIPHONG LINE:—Sailings approximately weekly for passengers and cargo, calling at Hoihow both ways.

BORNEO LINE:—Fortnightly sailings to and from Sandakan by two 5,000 ton steamers, s.s. "HINSANG" and s.s. "MAUSANG," both steamers having excellent passenger accommodation. Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawao and Lahad Datu.

TIENTSIN LINE:—A regular service is run from March to November between Hongkong and Tientsin, occasionally calling at Weihaiwei and Chefoo.

BANGKOK LINE:—A weekly service is provided between Hongkong and Bangkok via Swatow by five steamers fitted with up-to-date passenger accommodation.

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s.s. "KUTSANG" will be despatched on or about Tuesday, 9th September, 3 p.m., for SINGAPORE, PENANG & CALCUTTA.

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"GLENSANDA" ...	... 23rd Sept.	'PEMBROKESHIRE"	12th Sept.
"GLENSHANE" ...	... 7th Oct.	London, Rotterdam and	Hamburg.
"GLENGARRY" ...	... 16th Oct.	"GLENIFFER"	... 28th Sept.
"GLENAPP"	30th Oct.	London, Rotterdam &	Hamburg.
		"GLENOGLE"	11th Oct.
		London, Rotterdam &	Hamburg.

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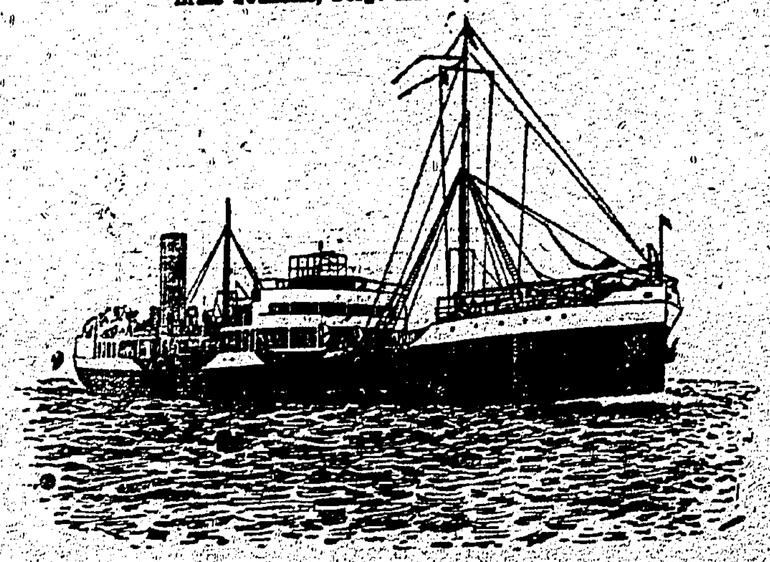

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SHIPPING NEWS

ARRIVALS.

September 4th.

Joh Ludw Mowinckel, Norwegian str., 1,728 tons, Capt. R. Berg, from Kwangyen, with a cargo of limestone, lying at Kowloon Bay.—Y.K.K.

Salen, Swedish str., 1,587 tons, Capt. A. Pottiger, from Chinwangtao, with a cargo of coal, lying at buoy No. B50.—Dodwell & Co.

Soudan, British str., 4,217 tons, Capt. G. G. Randell, from Bombay, with a general cargo, lying at Kowloon wharf.—Mackinnon, Mackenzie & Co.

Tamaha, British str., 4,000 tons, Capt. A. Chalmers, from San Pedro and Singapore, with kerosene oil, lying at Laichikok.—Standard Oil Co.

Teijun Maru, Japanese str., 1,287 tons, Capt. N. Kanetsuno, from Dairen, with a general cargo, lying at buoy No. C48.—M.B.K.

Tingchow, British str., 1,210 tons, Capt. H. Gifford, from Shanghai and Amoy, with a general cargo, lying at buoy B12.—B. & S.

September 5th.

Arafura, British str., 5,597 tons, Capt. A. S. Gordon, from Melbourne, *via* ports, she left Melbourne on August 4th, with 950 tons of general cargo, lying at Kowloon wharf.

Argun Maru, Japanese str., 4,050 tons, Capt. H. Chiba, from Shanghai, with a general cargo, lying at buoy No. A29.—O.S.K.

Fookhong, Chinese str., 1,218 tons, Capt. F. C. Nooik, from Saigon, with a cargo of rice, lying at buoy No. C20.—Cheong On S.S. Co.

Habtin, British str., 1,141 tons, Capt. S. J. Lynch, from Saigon, with a cargo of rice, lying at buoy No. B11.—Wo Fay Shing.

Kalgan, British str., 5,661 tons, Capt. W. F. Cossey, from Kobe and Shanghai, with a general cargo, lying at buoy No. A1.—Mackinnon, Mackenzie & Co.

Legazpi, Spanish str., 2,565 tons, Capt. J. Bish Roldan, from Kobe and Shanghai, with a general cargo, lying at buoy No. A10.—Botelho Bros.

Tjisalak, Dutch str., 3,614 tons, Capt. P. Lems, from Kobe, with a general cargo, lying at buoy No. A6.—J.C.J.L.

Venezia, Italian str., 4,816 tons, Capt. G. Cornelli, from Shanghai, with a general cargo, lying at buoy No. A1.—Dodwell & Co.

CLEARANCES.

September 5th.

Argun Maru, for Singapore.
Atreus, for Singapore.
Cyrena, for Shanghai.
Haifoong, for Swatow.
Hoi Nam, for Kwang Chow Wan.
Hsin Wah, for Canton.
Kalyan, for Singapore.
Kashmir, for Shanghai.
Kueichow, for Canton.
Legazpi, for Manila.
Man Sangy, for Sandakan.
Menado, for Batavia.
Mikuwa Maru, for Tailay.
Nam Sang, for Moji.
Namwah, for Hoihow.
Soudan, for Shanghai.
Talma, for Singapore.
Tamaha, for San Francisco.
Venezia, for Singapore.
Winghong, for Hongay.
Wong Shek Kung, for Saigon.
Yingchow, for Canton.

SHIPPING MOVEMENTS.

The R.M.S. *Empress of Canada* arrived at Manila on September 5th at 8 a.m., leaves to-day at 5 p.m., and is due at Hongkong on Monday, September 8th at 8 a.m. She will berth at Pier No. 5, Kowloon wharf on arrival.

The R.M.S. *Empress of Australia*, from Hongkong, on August 15th, arrived at Vancouver on September 3rd.

The B. I. and Apcar Line s.s. *Taiyuan* left Singapore for this port on the afternoon of the 3rd inst., and is due here on the morning of the 7th inst.

The s.s. *Rhesus* (Blue Funnel), arrived at Marseilles on the 2nd inst.

The s.s. *Elpenor* left Port Said on the 3rd inst. for London, Rotterdam and Hamburg.

VESSELS EXPECTED.

Ajax (Blue Funnel), due October 9th.
Atsuta Maru (N.Y.K.), due Sept. 7th.
Autolycus (Blue Funnel), due September 10th.
Benlawers (Ben), due to-day.
Calchas (Blue Funnel), due September 27th.
Empress of Russia, due September 15th.
Eurypylus (Blue Funnel), due to-day.
Haruna Maru (N.Y.K.), due Sept. 9th.
London Maru (O.S.K.), due to-day.
Matsuye Maru (N.Y.K.), due Sept. 7th.
Moji Maru (N.Y.K.), due September 10th
Orestes (Blue Funnel), due October 9th.
Patroclus (Blue Funnel), due September 15th.
Penang Maru (N.Y.K.), due Sept. 8th.
President Cleveland (P.M.), due Sept. 13th.
President Lincoln (P.M.), due September 8th.
President Harrison (Dollar), due Sept. 15th.
President Madison (Admiral Oriental), due September 10th.
President McKinley (Admiral Oriental), due September 14th.
President Van Buren (Dollar), due Sept. 29th.
Rhesus (Blue Funnel), due to-day.
Schlesien (N.D.L.), due September 10th.
Trier (N.D.L.), due September 12th.
Yamagata Maru (N.Y.K.), due Sept. 10th.
Yoshino Maru (N.Y.K.), due September 10th.

VESSELS ADVERTISED AS LOADING

DESTINATION	VESSEL'S NAMES	FLAG	FOR FREIGHT APPLY TO	TO BE DESPATCHED
BUENOS AIRES *via* SINGAPORE, &c.	Kamakura Maru	Jap.	Nippon Yusen Kaisha	On —
NEW YORK & BOSTON	Southwestern Miller	Brit.	Prince Line	On 1st Oct.
BOSTON & NEW YORK *via* SUEZ	Perseus	Brit.	The Bank Line, Limited	On 10th inst.
SAN FRANCISCO *via* D'HAI & JAP. PORTS & H'LU	President Lincoln	Am.	Pacific Mail S.S. Co.	On 10th inst., 10 a.m.
SAN FRANCISCO, &c.	West Sequana	Am.	Suetaers & Barry	On 18th inst.
VICTORIA & VANCOUVER, B.C., *via* SHANGHAI, &c.	Empress Canada	Brit.	Canadian Pacific O. S. Ltd.	On 13th inst.
VICTORIA, SEATTLE & VANCOUVER *via* J. PORTS	Kaga Maru	Jap.	Nippon Yusen Kaisha	On 26th inst., 11 a.m.
VICTORIA, SEATTLE, TACOMA, VANCOUVER, &c.	Arabia Maru	Jap.	Osaka Shosen Kaisha	On 26th inst.
VICTORIA, SEATTLE & VANCOUVER	Achilles	Brit.	Butterfield & Swire	On 20th inst.
SEATTLE & VICTORIA, *via* D'HAI, KOBE & YOKOHAMA	President Madison	Am.	Admiral Oriental Line	On 12th inst.
MARSEILLES, LONDON & ANTWERP	Kalyan	Brit.	P. & O.-B. L. & A. L.	On 6th inst.
MARSEILLES, &c.	Azay Le Rideau	Fren.	Messageries Maritimes	On 7th inst.
MARSEILLES, &c.	Paul Lecat	Fren.	Messageries Maritimes	On 14th inst.
MARSEILLES, &c.	Andre Lebon	Fren.	Messageries Maritimes	On 28th inst.
MARSEILLES, LONDON, ANTWERP *via* SINGAPORE &c.	Haruna Maru	Jap.	Nippon Yusen Kaisha	On 10th inst., 11 a.m.
MARSEILLES, LONDON, R'DAM, LEITH & GLASGOW	City of Manila	Brit.	The Bank Line, Ltd.	On 11th inst.
MARSEILLES, HAVRE, LIVERPOOL & GLASGOW	Eurypylus	Brit.	Butterfield & Swire	On 6th inst.
GENOA, ANTWERP, ROTTERDAM, HAMBURG, BREMEN, &c.	Schlesien	Ger.	Melchers & Co.	On 10th inst.
LONDON, ROTTERDAM & HAMBURG	Atreus	Brit.	Butterfield & Swire	On 6th inst.
LONDON, HAMBURG, ROTTERDAM & ANTWERP, &c.	Argun Maru	Jap.	Osaka Shosen Kaisha	On 6th inst.
LONDON, ROTTERDAM & HAMBURG	Pembrokeshire	Brit.	Jardine, Matheson & Co., Ltd	On 12th inst.
AMSTERDAM, ROTTERDAM, HAMBURG & BREMEN	Boeton	Dut.	Java-China-Japan-Lijn	On 6th inst.
ANTWERP, ROTTERDAM & HAMBURG	Albert Vogler	Ger.	Reuter Brockelmann & Co.	About 23rd inst.
BOMBAY *via* SINGAPORE & COLOMBO	Sado Maru	Jap.	Nippon Yusen Kaisha	On 21st inst.
STRAITS & CALCUTTA	Kutsang	Brit.	Jardines, Matheson & Co., Ltd.	On 9th inst., 3 p.m.
SINGAPORE, PENANG & CALCUTTA	Tilawa	Brit.	P. & O.-B. L. & A. L.	On 18th inst.,
SINGAPORE, PENANG, COLOMBO, BOMBAY, &c.	Sicilia	Brit.	P. & O.-B. L. & A. L.	On 17th Oct.
SINGAPORE, PENANG, COLOMBO, BOMBAY, &c.	Soudan	Brit.	P. & O.-B. L. & A. L.	On 30th inst.
SINGAPORE & BELAWAN-DELI	Van Cloon	Dut.	Java-China-Japan-Lijn	On 11th inst.
BRINDISI, VENICE & TRIESTE	Venezia	Ital.	Dodwell & Co., Ltd.	On 7th inst.
WEIHAIWEI, CHEFOO & TIENTSIN	Kueichow	Brit.	Butterfield & Swire	On 10th inst., 4 p.m.
HAIPHONG *via* HAIKOW & PAKHOI	Taikwa Maru	Jap.	Yamashita Kisen Kaisha	About 19th inst.
KEELUNG *via* SWATOW & AMOY	Chukwa Maru	Jap.	Yamashita Kisen Kaisha	About 18th inst.
SANDAKAN	Mausang	Brit.	Jardine, Matheson & Co., Ltd.	On 8th inst, 1 p.m.
AUSTRALIAN PORTS *via* MANILA	Tango Maru	Jap.	Nippon Yusen Kaisha	On 17th inst., 11 a.m.
AUSTRALIAN PORTS	Arafura	Brit.	P. & O.-B. L. & A. L.	On 1st Oct.
AUSTRALIAN PORTS	Taiyuan	Brit.	Butterfield & Swire	On 10th Oct.
SHANGHAI, KOBE & YOKOHAMA	Penang Maru	Jap.	Nippon Yusen Kaisha	On 8th inst.
TSINGTAU *via* SWATOW & SHANGHAI	Kwongsang	Brit.	Jardine, Matheson & Co., Ltd.	On 10th inst., 10 a.m.
SHANGHAI, MOJI & KOBE	Malwa	Brit.	P. & O.-B. L. & A. L.	On 10th Oct.
SHANGHAI, MOJI & KOBE	Morea	Brit.	P. & O.-B. L. & A. L.	On 19th inst.
SHANGHAI & KOBE	Sicilia	Brit.	P. & O.-B. L. & A. L.	On 4th Oct
YOKOHAMA, KOBE & MOJI	Persia	Ital.	Dodwell & Co., Ltd.	About 30th inst.
AMOY & SHANGHAI	Tjibodas	Dut.	Java-China-Japan Lijn	On 8th inst.
MOJI & KOBE	Tairea	Brit.	P. & O.-B. L. & A. L.	On 10th inst.
MOJI & KOBE	Arafura	Brit.	P. & O.-B. L. & A. L.	On 6th inst., 5 p.m.
YOKOHAMA, KOBE, NAGASAKI & SHANGHAI	C. Lepoz Y Lepoz	Span.	Boteine Bros.	On 12th Oct.
JAPAN PORTS	London Maru	Jap.	Osaka Shosen Kaisha	On 6th inst.
TIENTSIN	Chipshing	Brit.	Jardine, Matheson & Co., Ltd.	On 17th inst., Noon
BATAVIA	Tjisalak	Dut.	Java-China-Japan Lijn	About 10th inst.
CALCUTTA, SINGAPORE & RANGOON	Hamburg Maru	Jap.	Osaka Shosen Kaisha	On 26th inst.
CALCUTTA *via* SINGAPORE, PENANG & RANGOON	Lake Gilpen	Am.	Pacific Mail S.S. Co.	On —
HAIPHONG *via* HOIHOW	Mingsang	Brit.	Jardine, Matheson & Co., Ltd.	On 7th inst., 7 a.m.
AMOY, SWATOW & SINGAPORE	Kingyuan	Brit.	Butterfield & Swire	On 9th inst., 2.30 p.m.
SWATOW & BANGKOK	Kwangchow	Brit.	Butterfield & Swire	On 9th inst., 2.30 p.m.
SWATOW, AMOY & FOOCHOW	Haifoong	Brit.	Douglas Lapraik & Co.	On 16th inst., 1 p.m.
SWATOW, AMOY & FOOCHOW	Hai-Ning	Brit.	Douglas Lapraik & Co.	On 9th inst., 5 p.m.
MANILA	Empress Canada	Brit.	Canadian Pacific O. S. Ltd.	On —
MANILA	Yuensang	Brit.	Jardine, Matheson & Co., Ltd.	On 6th inst., 11 a.m.
MANILA	Presidt. McKinley	Am.	Admiral Oriental Line	On 15th inst.
MANILA, SINGAPORE, COLOMBO, &c.	C. Lopez Y Lopez	Span.	Botelho Bros.	On 30th Oct.
MANILA, CEBU & ZAMBOANGA	West Carmona	Brit.	Struthers & Barry	On 25th inst.

PASSENGERS.

ARRIVALS.

The P. & O. s.s. *Soudan*, from Bombay, on September 5th:—For Hongkong: Mrs. F. Gooch, Miss Kong Fan Do. For Shanghai: Lieut.-Col. J. G. Holliday, Mr. D. Dhunjishah, Mr. R. S. Kathuria, Mr. Chong Kia Poo, Mr. Chong Kia Pow, Mr. and Mrs. P. Mehta and two children, Mr. C. S. Bhimji.

Per s.s. *Arafura*, from Australia, on September 5th:—Mr. F. Aldous, Miss F. Alexander, Mr. L. R. O. Bevan, Miss M. M. Clark, Miss E. J. Clark, Mr. S. Codina, Mr. Ching Ah Sing, Miss A. Frances, Mr. and Mrs. J. B. Ferrier and son, Mr. E. H. Hooper, Mr. W. J. Isbister, K.C., Mr. and Mrs. H. T. Jackman, Mr. C. Kao, Madame Klatchko and child, Mr. Leslie Lee, Miss E. J. McCague, Miss G. Napier, Mr. J. B. Strong, Mrs. G. L. Smith, Miss A. F. Tong, Mr. Yon Pai Ho, Mrs. Nagaishi.

DEPARTURES.

Per P. & O. *Kashmir*, on September 5th:—Lieut. J. Henderson, Mrs. Van der G. Stegan, Dr. and Mrs. M. Klatchko, Miss M. Klatchko, Mr. and Mrs. J. B. Ferrier and son, Mr. J. Herry, Miss Schou, Mr. F. Strachan, Mr. F. Lobel, Mr. L. W. Shaw, Mr. E. J. Harper, Rev. and Mrs. Goddard and two children, Mr. R. Wardeop, Mr. W. Duncan, Mrs. M. Jordan and child, Mr. Lee He Lap, Mr. and Mrs. A. E. Cherry, Miss Belokorow, Mr. and Mrs. S. G. Phelps, Miss D. H. Phelphs, Miss [illegible]Mister[illegible], Atkinson, Mr. A. G. Thomas, Mr. W. C. Taylor, Mr. A. F. Tong, Mr. U. Kao, Col. and Mrs. Borton, Mr. C. L. Brown, Mr. R. B. Webberling, Mr. and Mrs. J. H. Richardson and infant, Mr. and Mrs. W. H. Richardson and child, Mr. J. Swayne, Mr. J. Lesylie, Mr. S. Sharrock, Mr. J. Barrett, Mr. P. Wood, Mr. and Mrs. W. H. Smedley and child, Miss M. M. Clark, Miss E. J. Clark, Mr. J. B. Strong, Mr. K. Boffa, Mr. J. N. G. Gibbons, Mr. A. J. Sturrock, Mr. and Mrs. Seow Choon Leng, Miss Ingerson, Mr. J. Jones, Mr. T. Hill, Mr. E. Jones, Rev. B. McOwan.

CHURCH SERVICES.

UNION CHURCH (Kennedy Road).—Services on Sunday, 7th September:—
Morning Service at 11 o'clock:—
Hymns: 658, 144, 469, 290, 340.
Sermon Subject: "Judicious praise in the home life."
Evening Service at 6 o'clock:—
Hymns: 297, 582, 445, 587, 863.
Sermon Subject: "Is the 4th commandment necessary."
Preacher at both services:—Rev. Dr. J. P. McKie.
Men's Meeting on Sunday at 4 p.m.
Christian Endeavour Society on Friday at 8.30 p.m. [1589

ST. JOHN'S CATHEDRAL.—12th Sunday after Trinity, September 7th, 1924:—
Holy Communion—8 a.m.
Children's Service—10 a.m.
Matins—11 a.m.
Holy Communion—12 noon.
Evensong—6 p.m. [151

FIRST CHURCH OF CHRIST SCIENTIST, Macdonnell Road, below Bowen Road Tram Station:—Sunday, 11.15 a.m. Wednesday, 5.30 p.m. Reading Room open Tuesday and Friday mornings—10 to 12. [193

CANADIAN PACIFIC

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THE

"EMPRESS OF CANADA"

WILL SAIL FROM

HONGKONG

TO

VANCOUVER

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12 O'CLOCK NOON,

FRIDAY, SEPTEMBER 12th

INSTEAD OF SATURDAY, SEPT. 13TH.

Passenger Department: Telephone C. 752. Cables: "GACANPAC."
Freight and Express: Telephone C. 42. Cables: "NAUTILUS."

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1st Class Fare to Singapore—$100.

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HONGKONG TO SAN FRANCISCO
VIA
SHANGHAI, KOBE, YOKOHAMA & HONOLULU

S.S. "PRESIDENT LINCOLN" ... Wednesday, September 10th, at 10 a.m.
S.S. "PRESIDENT CLEVELAND" ... Wednesday, September 24th, at 4 p.m.

Sailing and Fares subject to Change Without Notice.

LOW FARES TO EUROPE
LOCAL EQUIVALENT OF
£120 £112 £110
WITH STOP OVER PRIVILEGES AT PORTS OF CALL AND POINTS IN UNITED STATES.

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HONGKONG—MANILA
S.S. "PRESIDENT CLEVELAND" ... Sunday, September 14th, at Noon.

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Through Bills of Lading issued to all Overland common Points in U.S.A. and Canada.
Through passage rates to Europe via America G.$405. G.$420, G.$440.
KAGA MARU ... Friday, 26th Sept., at 11 a.m
IYO MARU ... Wednesday, 15th Oct.

MARSEILLES, LONDON & ANTWERP via Singapore Ports.
HARUNA MARU ... Wednesday, 10th Sept. at 11 a.m.
KAMO MARU ... Wednesday, 24th Sept.

HAMBURG via LONDON & ROTTERDAM.
MITO MARU ... Friday, 26th Sept.

LIVERPOOL via MARSEILLES & VALENCIA.
TSURUGA MARU (Calls Glasgow) ... Tuesday, 9th Sept.
DELAGOA MARU ... Sunday, 28th Sept.

SYDNEY & MELBOURNE via Manila Ports.
TANGO MARU ... Wednesday, 17th Sept., at 11 a.m.
YOSHINO MARU ... Wednesday, 15th Oct.

NEW YORK & BOSTON via PANAMA.

BUENOS AIRES via Singapore, Durban & Cape Town.

BOMBAY via Singapore & Colombo.
SADO MARU ... Sunday, 21st Sept.
TOKSUHIMA MARU ... Monday, 29th Sept.

CALCUTTA via Singapore, Penang & Rangoon.
YAMAGATA MARU ... Thursday, 11th Sept.
CALCUTTA MARU ... Friday, 19th Sept.

JAVA & CALCUTTA via Batavia.

NAGASAKI, KOBE & YOKOHAMA.
YOSHINO MARU ... Thursday, 11th Sept.

SHANGHAI, KOBE & YOKOHAMA.
PENANG MARU ... Monday, 8th Sept.
MATSUYE MARU ... Monday, 8th Sept.
ATSUTA MARU ... Monday, 8th Sept.
KASHIMA MARU ... Tuesday, 23rd Sept.

For further information, apply to— NIPPON YUSEN KAISHA.
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PRESIDENT McKINLEY" ... Sept. 24th.
"PRESIDENT JACKSON" ... Oct. 6th.
"PRESIDENT JEFFERSON" ... Oct. 18th.
"PRESIDENT GRANT" ... Oct. 30th.

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"PRESIDENT JEFFERSON" ... Oct. 9th.

Through Bills of Lading to all United States and Canadian Overland Points; also via Panama Canal Lines to Atlantic Ports.
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"CITY OF MANILA" .....11th Sept.....Havre, L'don., R'dam. & Hamburg.

PASSENGER SERVICE.

* "CITY OF LAHORE" .....16th Oct .....Shanghai and Japan.
* "CITY OF LAHORE" ..... 4th Dec ..... Marseilles, London, etc.
† "CITY OF KARACHI" .....29th Jan..... Do.
* "CITY OF BARODA" .....25th Feb..... Do.

* "A" Class. † "B" Class.

FARES TO LONDON.

SINGLE 1st Class "A"...£92. "B"...£84. | SINGLE 2nd Class "A"...£61. "B"...£56.
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Sailings from Hongkong.

s.s.	"PERSEUS"	...	...via Suez Canal ...	...	10th Sept.
*s.s.	"CITY OF YOKOHAMA"		...via Suez Canal ...	...	21st Sept.
s.s.	"TEUCER"	...	...via Suez Canal ...	...	1st Oct
s.s.	"EURYLOCHUS"	...	...via Suez Canal ...	...	11th Oct

*Boston and New York only.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.
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M. MESSAGERIES MARITIMES M.

SERVICES CONTRACTUELS

Mail Steamers.	Next Sailings from Marseilles.	Pro. Arr. at Hgkg. and Sailings for S'hai. and Japan.	Probable Sailings from Hongkong for Marseilles.
AZAY LE RIDEAU.. ...	—	—	7th Sept.
PAUL LECAT	—	—	14th Sept.
ANDRE LEBON	—	—	23th Sept.
AMBOISE	14th Aug.	15th Sept.	12th Oct
CHANTILLY	28th Aug.	29th Sept.	26th Oct.
PORTHOS	11th Sept.	14th Oct.	9th Nov.

RATES OF PASSAGE MONEY TO MARSEILLES

(including Table Wine and Free Doctor's Attendance).

A CLASS STEAMERS: 1st Class.....£ 95. 0s. 0d. | 2nd ,, ...£ 68. 0s. 0d.
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Through Tickets to London and Leading Towns of Europe.
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AND RETURN

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HAI-NING ...	Capt. W. C. Passmore	Tuesday,	9th Sept., at 5 p.m.
*HAIHONG ...	Capt. Ellis Walker	Friday,	12th Sept., at 3 p.m.
HAIFOONG ...	Capt. W. S. Turnbull	Tuesday,	16th Sept., at 1 p.m.

*Calling at Swatow for Passengers only.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

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Regular Sailings to Boston and/or New York by fast freight steamers.

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S.S. "SOUTHWESTERN MILLER" ... ... 1st October.
S.S. "MOORISH PRINCE" ... ... 1st November.

For Freight and Full Particulars, apply to—
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PENINSULAR AND ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

S.S.	Tons	From Hongkong (about)	Destination
"KALYAN"	9,118	6th Sept., Noon	Mars., L'don. & Antwerp.
"NAGOYA"	6,854	11th Sept.	do.
"KAISAR-I-HIND"	11,430	20th Sept.	do.
"SOUDAN"	6,696	30th Sept.	S'pore, Penang, Colombo & B'bay
"KASHMIR"	8,963	4th Oct.	Mars., London & Antwerp.
"PESHAWUR"	7,934	14th Oct.	do.
"MOREA"	10,911	18th Oct.	do.
"SICILIA"	6,813	27th Oct.	S'pore, Penang, Colombo & B'bay.
"KASHGAR"	8,840	1st Nov.	Mars., London & Antwerp.
"MALWA"	10,941	15th Nov.	do.
"SARDINIA"	6,684	25th Nov.	S'pore., Penang, Colombo & B'bay.
"KARMALA"	9,098	29th Nov.	Mars., London & Antwerp
"MANTUA"	10,902	13th Dec.	do.
"SOUDAN"	6,696	23rd Dec	S'pore, Penang, Colombo & B'bay.
"KHIVA"	9,097	27th Dec.	Marseilles, L'don. & A'werp
	1925		
"MACEDONIA"	11,089	10th Jan.	Marseilles, London & A'werp.
"SICILIA"	6,813	20th Jan.	S'pore, Penang, Colombo & B'bay.
"KALYAN"	9,118	24th Jan.	Mars., London & Antwerp.
"MOREA"	10,911	7th Feb.	do.
"KASHMIR"	8,963	21st Feb.	do.
"MALWA"	10,941	7th Mar.	do.
"KASHGAR"	8,840	21st Mar.	do.
"MANTUA"	10,902	4th Apr.	do.

BRITISH INDIA—APCAR SAILINGS

"TILAWA"	10,000	16th Sept.	Singapore, Penang & Calcutta
"TAIREA"	8,500	3rd Oct.	do.
"TAKADA"	6,849	25th Oct.	do.
"TALMA"	10,000	16th Nov.	do.

EASTERN AND AUSTRALIAN SAILINGS (South)

"ARAFURA"	6,000	1st Oct.	Manila, Sandakan, Thursday Island, Townsville, Brisbane, Sydney & Melbourne.
"ST. ALBANS"	4,500	29th Oct.	
"EASTERN"	4,000	26th Nov.	

Frequent connections from Australia with the following:—
The Union S.S. Co.'s Steamers to the United Kingdom viz New Zealand, Vancouver
The P. & O. Royal Mail Steamers to London via Suez Canal. | San Francisco, etc.
The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

"ARAFURA"	6,000	6th Sept., 5 p.m	Moji & Kobe.
"TAIREA"	8,500	10th Sept	Yokoham, & Kobe.
"MOREA"	10,911	19th Sept.	Shanghai, Moji & Kobe.
"KASHGAR"	8,840	3rd Oct.	do.
"ST. ALBANS"	4,500	4th Oct.	Moji & Kobe.
"SICILIA"	6,813	4th Oct.	Shanghai & Kobe.
"TAKADA"	6,949	6th Oct.	Moji & Kobe.
"MALWA"	10,941	18th Oct.	Shanghai, Moji & Kobe.
"TALMA"	10,000	22nd Oct.	Moji & Kobe.
"KARMALA"	9,098	1st Nov.	Shanghai, Moji & Kobe.
"EASTERN"	4,000	1st Nov.	Moji & Kobe.
"SARDINIA"	6,684	1st Nov.	Shanghai & Kobe.
"TILAWA"	10,000	3rd Nov.	Moji & Kobe.
"TAKLIWA"	8,500	13th Nov.	Moji & Kobe.
"MANTUA"	10,902	15th Nov.	Shanghai, Moji & Kobe.
"KHIVA"	9,097	29th Nov.	do.
"SOUDAN"	6,696	29th Nov.	Shanghai & Kobe.
"ARAFURA"	6,000	6th Dec.	Moji & Kobe.
"MACEDONIA"	11,089	13th Dec.	Shanghai, Moji & Kobe.
"KALYAN"	9,118	27th Dec.	do.
"SICILIA"	6,813	27th Dec.	Shanghai & Kobe.
	1925.		
"ST. ALBANS"	4,500	3rd Jan.	Moji & Kobe.
"MOREA"	10,911	10th Jan.	Shanghai, Moji & Kobe.
"KASHMIR"	8,963	24th Jan.	do.
"MALWA"	10,941	7th Feb.	do.
"KASHGAR"	8,840	21st Feb.	do.
"MANTUA"	10,902	7th Mar.	do.
"KARMALA"	9,098	21st Mar.	Shanghai, Moji & Yokohama.
"MACEDONIA"	11,089	3rd Apr.	Shanghai, Moji & Kobe.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the on carrying steamer.
All Cabins are fitted with Electric Fans free of charge.
Parcels Measuring not more than 2½ ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.
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For CANTON
s.s. "TAIKWA MARU" ... ...on or about 16th Sept.
For HAIPHONG via Hoihow & Pakhoi
s.s. "TAIKWA MARU" ... ...on or about 19th Sept.
For KEELUNG via Swatow & Amoy
s.s. "CHUKWA MARU" ... ...on or about 18th Sept.

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CHINA NAVIGATION CO., LIMITED.

SAILINGS SUBJECT TO ALTERATIONS.

Ports	Steamers	Date of Departures
HOIHOW & SINGAPORE ...	"CHINHUA" ...	On 6th Sept., 10 a.m.
HAIPHONG & SINGAPORE ...	"CHENGTU" ...	On 6th Sept., Noon
SHANGHAI & TSINGTAO ...	"LIANGCHOW" ...	On 6th Sept., Noon.
SHANGHAI & NEWCHWANG ...	"KIUKIANG" ...	On 7th Sept., D.L.
SWATOW & SHANGHAI	"YINGCHOW" ...	On 7th Sept., 2.30 p.m.
AMOY & SHANGHAI	"SHANTUNG" ...	On 9th Sept., D.L.
SWATOW & BANGKOK	"KWANGCHOW"	On 9th Sept., 2.30 p.m.
AMOY, SWATOW & SINGAPORE	"KINGYUAN" ...	On 9th Sept., 2.30 p.m.
WAIHAIWAI, CHEFOO & TIENTSIN	"KUEICHOW" ...	On 10th Sept., 4 p.m.
SWATOW & SHANGHAI	"SUIYANG" ...	On 11th Sept., 2.30 p.m.
SHANGHAI & TSINGTAO	"LUCHOW" ...	On 13th Sept., Noon.
SHANGHAI	"SINKIANG" ...	On 13th Sept., Noon.
SWATOW & SHANGHAI	"SUNNING" ...	On 14th Sept., 2.30 p.m.
AMOY, SWATOW & SINGAPORE ...	"TEAN" ...	On 14th Sept., 2.30 p.m.

SHANGHAI LINE.—Excellent Saloon accommodation amidships, with Electric Fans fitted. Regular service four times weekly between Canton, Hongkong and Shanghai, leaving Hongkong Sundays (via Swatow and extending to Pakow), Tuesdays (via Amoy) Thursdays (via Swatow) and Saturdays (direct extending to Tsingtao). Cargo taken on through Bills of Lading to all Yangtsze and North China ports. Passengers for Shanghai do not require to tranship at Woosung.

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HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.
SAILINGS SUBJECT TO ALTERATION

Steamer	Arr. Hongkong about	Sails for Manila, Sandakan, Thurs. Is. & Aus. Ports about
"TAIYUAN" ...	5th October	10th October.
"CHANGSHA" ...	31st October	4th November

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice Fresh Provisions, etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State-Rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand and Tasmanian Ports.

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FOR NEW YORK AND BOSTON via SUEZ.

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REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR BRINDISI, VENICE AND TRIESTE (FIUME).
TAKING CARGO ON THROUGH BILLS OF LADING TO GENOA, ALL ITALIAN, ADRIATIC, LEVANT, BLACK SEA AND DANUBE PORTS.
REDUCED PASSAGE RATES TO BRINDISI, VENICE OR TRIESTE

£66.

NEXT SAILINGS.

OUTWARD FOR YOKOHAMA, KOBE AND MOJI

S.S. "PERSIA" ... ... Sails about 30th September.

HOMEWARD FOR BRINDISI, VENICE AND TRIESTE.

S.S.	"VENEZIA"	Sails about 7th September.
S.S.	"LACONIA"	Sails about 4th October.
S.S.	"FIUME-L"	Sails about 7th October.
S.S.	"PERSIA"	Sails about 7th November.

* Cargo only.

NATAL LINE OF STEAMERS.

FROM CALCUTTA, COLOMBO TO SOUTH AFRICAN PORTS.

S.S. "UMZUMBI" ... ... Sails about 31st August.

Regular Passenger and Cargo Service to South African Ports.
Through Bills of Lading issued from Hongkong.

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EXPRESS FREIGHT SERVICE.

TO SAN FRANCISCO AND LOS ANGELES FROM HONGKONG BY DIRECT ROUTE.

U.S.S.B. "WEST SEQUANA" ... ... Due Hongkong 14th Sept.
Leave Hongkong 16th Sept.
U.S.S.B. "WEST PROSPECT" ... ... Due Hongkong 29th Sept.
Leave Hongkong 3th Sept.

CARGO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO WEEKLY SAILINGS FOR ATLANTIC SEABOARD PORTS.
THROUGH BILLS OF LADING ISSUED TO U.S. AND CANADIAN OVERLAND POINTS.

TO MANILA, CEBU AND ZAMBOANGA.
U.S.S.B. "WEST CARMONA" ... ... Due Hongkong 23rd Sept.
Leave Hongkong 25th Sept.
THROUGH BILLS OF LADING ISSUED TO ALL PORTS NOT SERVED.

TO MANILA, SINGAPORE, ZAMBOANGA AND CEBU.
U.S.S.B. "WEST CAJOOT" ... ... Due Hongkong 15th Oct.
Leave Hongkong 16th Oct.

FOR FULL INFORMATION, APPLY TO
L. EVERETT, General Agent for JAPAN-CHINA-PHILIPPINES, INDO-CHINA-STRAITS & JAVA.
STRUTHERS AND BARRY, 1st Floor, Queen's Building. Phone No. Central 3003.
G. P. BRADFORD, Res. Agent. [122

POST OFFICE NOTICE.

INWARD MAILS.

From	Per	Due
Java	*Tjiboelas*	6th Sept.
Shanghai	*Shantung*	6th Sept.
Shanghai	*Changtu*	6th Sept.
Shanghai	*Kansu*	6th Sept.
Java	*Tjikembang* ...	6th Sept.
Shanghai and Europe via Siberia (London, 16th Aug.)	*Anay Le Rideau*	7th Sept.
Straits	*Tairea*	7th Sept.
Shanghai	*Sarpedon* ...	8th Sept.
Manila	*Emp. of Canada*	8th Sept.
Manila	*Pres. Lincoln* ...	8th Sept.
Shanghai	*Suiyang*	8th Sept.
Straits	*Atsuta Maru* ...	9th Sept.
Japan	*Haruna Maru* ...	9th Sept.
Java	*Tjitarcem* ...	14th Sept
U.S.A., Honolulu, Japan and Shanghai	*Pres. Harrison* ...	15th Sept.
Japan	*Tango Maru* ...	16th Sept.
Australia & Manila	*Taiyuan*	22nd Sept.

OUTWARD MAILS

For	Per	Date.	
Hoihow	*Chinhua*	Saturday, 6th,	8.30 A M
Straits, Ceylon, India, Mauritius, E. & S. Africa, Egypt & EUROPE via Marseilles—due Marseilles, 4th Oct.	*Kaiyan* ...	Registration Letters	9.45 A M 10.30 A M
Shanghai ... ... — ...	*Liangchow* ...		10.00 A M
Manila	*Yuensang*		10.00 A M
*Straits and *Suez	*Atreus*		10.00 A M
Haiphong	*Chenytu*		10.00 A M
Sandakan	*Mausang*		Noon
Amoy	*Hain Chang* ...		2.30 P M
Manila	*Eurypylus* ...		3.30 P M
Japan	*Arajura*		3.30 P M
Saigon, *Straits, Ceylon, India, Mauritius, E. & S. Africa, Aden Egypt & *Europe via Marseilles—due Marseilles, 9th Oct.—Ship sails on Sunday, 7th Sept, at 4 p.m.	*Anay Le Rideau*	Reg. Letters	4.15 P M 5.00 P M
Swatow	*Fenglee*		4.30 P M
Hoihow and Haiphong	*Mingsang* ...		5.00 P M
Shanghai	*Kiukiang* ...		5.00 P M
Cebu	*Achilles* ...		5.00 P M
Java via Soerabaia	*Tjikini*	Sunday, 7th,	9.00 A M
Swatow, Amoy and Formosa	*Kaijo Maru* ...		9.00 A M
Japan	*Ginyo Maru* ...		9.00 A M
Straits and Calcutta	*Kutsang*	Monday, 8th,	1.00 P M
*Swatow and Bangkok	*Kiraisang* ...		3.30 P M
Swatow ...	*Hydrangea* ...		3.30 P M
Amoy	*Shantung* ...		5.00 P M
Straits, Ceylon, India, Mauritius, E. & S. Africa, Egypt and EUROPE via MARSEILLES—due Marseilles, 7th Oct.	*Sarpedon* ...	Tuesday, 9th, Registration Letters	9.45 A M 10.30 A M
Amoy	*Kinyuan* ...		1.00 P M
*Swatow and Bangkok	*Kwangchow* ...		1.00 P M
Swatow, Amoy and Foochow	*Hai Ning* ...		4.00 P M
Shanghai, Japan, Honolulu, *Canada *U.S.A. C & S. America, & *Europe via SAN FRANCISCO—due San Francisco, 3rd Oct., & Europe via Siberia. (Correspondence specially superscribed "via Siberia" only) ...	*Pres. Lincoln* ...	Parcels, 9th, Wednesday, 10th, Registration Letters	5.00 P M 8.00 A M 8.30 A M
Swatow	*Kwongsang*		8.00 A M
Straits Ceylon, India, Mauritius E. & S. Africa Egypt, and Europe via Marseilles—due Marseilles, 11th Oct. ...	*Haruna Maru*	Reg. Letters	8.45 A M 9.30 A M
Shanghai and Japan	*Atsuta Maru*		10.30 A M
Java via Batavia	*Tjisalak* ...		11.00 A M
Wei Hai Wei	*Kueichow* ...		2.30 P M
Swatow, Amoy and Foochow ...	*Kotsu Maru*	Thursday, 11th,	9.00 A M
Shanghai, Japan, U.S.A., Central & South America *Canada, and *EUROPE via Victoria, B.C.—due Victoria, B.C., 1st Oct.	*Pres. Madison*	Parcels, 11th, Friday, 12th, Registration Letters	5.00 P M 8.00 A M 8.30 A M
Shanghai, Japan, Canada, U.S.A., Central and South America, and EUROPE via VANCOUVER, B.C.—due Vancouver, B.C., 29th Sept. ...	*Emp. of Canada*	Friday, 12th, Parcels for Canada only:— 12th, Registration	9.00 A M 9.15 A M 10.00 A M

*Correspondence bearing vessel's name only.

THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND PASSENGER SERVICES.

LONDON SERVICE
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SARPEDON ... 9TH SEPT. Marseilles, London, Rotterdam & Glasgow
GLAUCUS ... 15TH SEPT. London, Rotterdam, Hamburg & Dunkirk
EUMAEUS ... 22ND SEPT. London, Hull, Rotterdam & Hamburg

LIVERPOOL SERVICE
(DIRECT OR VIA CONTINENTAL PORTS).

EURYPYLUS ... 6TH SEPT. Marseilles, Havre, Liverpool & Glasgow
ANTILOCHUS ... 20TH SEPT. Genoa, Marseilles, Liverpool & Glasgow
KT. TEMPLAR .. 1ST OCT. Marseilles, Havre, Liverpool & Glasgow

PACIFIC SERVICE
(VIA KOBE AND YOKOHAMA).

ACHILLES ... 20TH SEPT. Victoria, Seattle & Vancouver
PHILOCTETES ... 14TH OCT. Victoria, Seattle & Vancouver

NEW YORK SERVICE
(VIA SUEZ OR PANAMA).

PERSEUS ... 10TH SEPT. Boston, New York & Baltimore via Suez
TEUCER ... 1ST OCT. Boston, New York & Baltimore via Suez
EURYLOCHUS 11TH OCT. Boston, New York & Baltimore via Suez

PASSENGER SERVICE

PATROCLUS ... 16TH SEPT. Shanghai
SARPEDON ... 9TH SEPT. Singapore, Marseilles & London
PATROCLUS ... 21ST OCT. Singapore, Marseilles & London
MENTOR ... 17TH NOV. Singapore, Marseilles & London
HECTOR ... 16TH DEC. Singapore, Marseilles & London
TEIRESIAS ... 29TH DEC. Singapore, Marseilles & London

Also cargo steamers with limited passenger accomodation at specially reduced fares.

FOR FREIGHT, PASSAGE RATES AND ALL INFORMATION, APPLY TO
BUTTERFIELD & SWIRE, AGENTS.

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COMMERCIAL.

OPENING QUOTATIONS.

September 5th, 1924.

On London.—	
Telegraphic Transfer ...	...2/4⅛
Bank Bills, on demand ...	...2/4 7/16
Bank Bills, at 30 days' sight	... —
Bank Bills, at 4 months' sight	2/4⅜
Credits, at 4 months' sight	...2/5⅛
Documentary Bills, 4 months' sight	...2/5⅛
On Paris.—	
Bank Bills, on demand ...	995
Credits, 4 months sight	1,005
On New York.—	
Bank Bills, on demand	52⅛
Credits, at 30 days' sight	54⅛
On Bombay.—	
Telegraphic Transfer	164⅛
Bank Bills, on demand	
On Calcutta.—	
Telegraphic Transfer	164⅛
Bank Bills, on demand	
On Shanghai.—	
Bank Bills, at sight	nom.
Private, 30 days' sight	
On Yokohama.—On demand	128⅛
On Manila.—On demand	105⅛
On Singapore.—On demand	101⅛
On Batavia.—On demand	139⅛
On Haiphong.—On demand	nom.
On Saigon.—On demand	nom.
On Bangkok.—On demand	78⅛
Sovereign, Bank's Buying rate	$ 3.24
Gold Leaf, 100 fine, per tael	48
Bar Silver, per oz.	34⅛

HONGKONG AND SHANGHAI BANKING CORPORATION.

Head Office: Hongkong.

Authorised Capital	$50,000,000
Issued and Fully Paid-up ...	$20,000,000
Reserve Funds:—	
Sterling	£4,500,000
Silver	$25,500,000
Reserve Liability of Proprietors	...$20,000,000

Court of Directors:

W. L. Pattenden, Esq.—Chairman
H. P. White, Esq.—Deputy Chairman.

B. D. F. Beith, Esq. — J. A. Plummer, Esq.
A. H. Compton, Esq. — J. P. Warren, Esq.
Hon. Mr. P. H. Holyoak. — N. L. Watson, Esq.
A. O. Lang, Esq. — G. M. Young, Esq.

Chief Manager:
A. H. Barlow, Esq.
Manager: Shanghai—G. H. Stitt, Esq.

London Bankers:
WESTMINSTER BANK, LTD.

Current Accounts opened in Local Currency and Fixed Deposits received for one year or shorter periods in Local Currency and Sterling on terms which will be quoted on application.

Hongkong, 2nd September, 1924. [27

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG & SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

Interest on Deposits is allowed on the Minimum Monthly Balances at 3½ per cent. per annum.

For the Hongkong & Shanghai Banking Corporation,
A. H. BARLOW,
Chief Manager.

Hongkong, 2nd September, 1924. [28

CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

Incorporated by Royal Charter, 1853.

Head Office—London.

Paid-up Capital	£3,000,000
Reserve Fund	£3,900,000
Reserve Liability of Proprietor ...	£3,000,000

Foreign Exchange and General Banking Business transacted.

Current Accounts opened and Fixed Deposits received for one year or shorter periods at rates[illegible] which will be quoted on application.

A. H. FERGUSON,
Manager.

Hongkong, April 8th, 1924. [31

THE BANK OF TAIWAN, LIMITED.

(Taiwan Ginko.)

Incorporated by Special Imperial Charter, 1899.

Capital Subscribed	Yen 60,000,000
Capital (Paid-up)	Yen 52,500,000
Reserve Fund	Yen 12,980,000

Head Office—Taipeh Formosa.

Branches:
Japan:—Tokyo, Yokohama, Kobe, Osaka, Moji.
Formosa:—Giran, Kagi, Karenko, Keelung, Makung, Nanto, Pinan, Shinchiku, Taichu, Tainan, Takow, Tamsui, Tehyen, Ako.
China:—Shanghai, Hankow, Kiukiang, Amoy, Foochow, Swatow, Canton.
Others:—Hongkong, Bangkok, Singapore, Soerabaya, Samarang, Batavia, Bombay, London, New York.

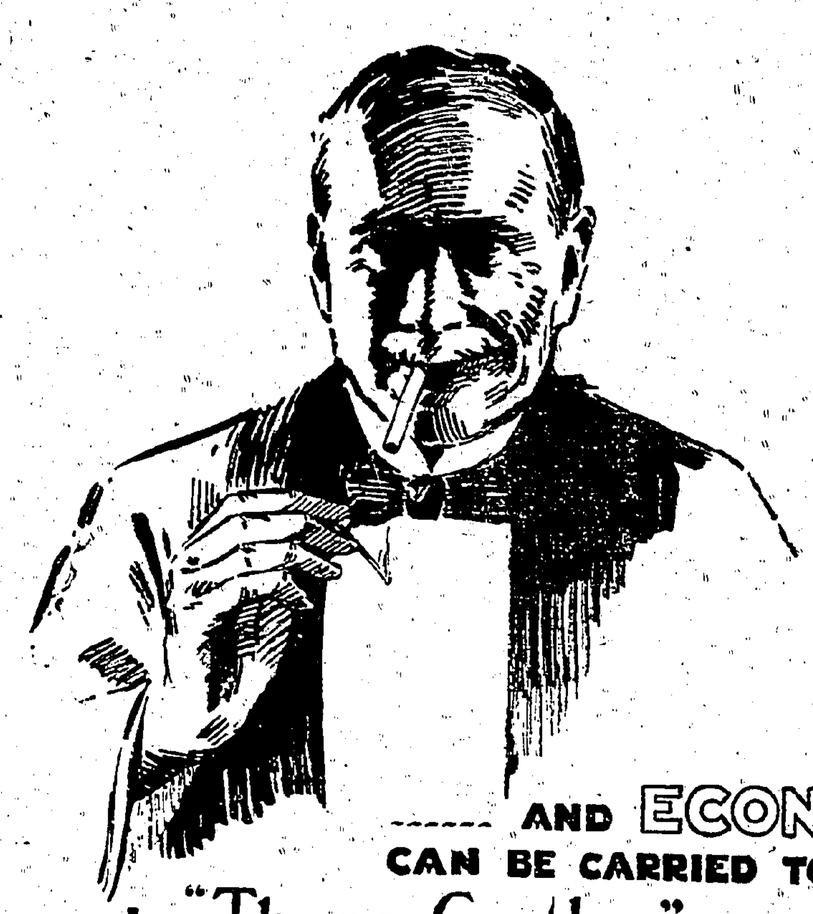
London Bankers:
London Counties Westminster and Parr's Bank

The Bank has Correspondents in Commercial Centres in the European Continent, Russia, Manchuria, Tsingtao, Japan, Indo-China, Siam, India, Philippine Islands, Java, and other Dutch Indies, Australia, America, &c.

Interest allowed on Current Accounts and Fixed Deposits at Rates which will be quoted on application.

Z. YAMAMOTO
Manager.

Hongkong Branch,
4, Des Voeux Road,
Hongkong, 28th June, 192[illegible]



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IN "Three Castles" CIGARETTES THE TWO ARE HAPPILY COMBINED

The Advertisement is Printed by the British American Tobacco Co. (China) Ltd.

THE MERCANTILE BANK OF INDIA, LIMITED.

Head Office:
15, Gracechurch Street, London, E.C. 3.

Authorised Capital ...	£3,000,000
Subscribed Capital ...	£1,800,000
Paid-up Capital ...	£1,050,000
Reserve Fund	£1,250,000

Bankers:
The Bank of England
and
Midland Bank, Ltd.

Branches:

Bangkok	Galle	Kuala Lumpur	Rangoon
Batavia	Hongkong	Madras	Shanghai
Bombay	Howrah	New York	Simla
Calcutta	Kandy	Penang	Singapore
Colombo	Karachi	Port Louis	Sourabaya
Delhi	Kota Bharu	(Mauritius)	

Hongkong Branch:

Every description of Banking and Exchange Business transacted.

Interest allowed on Current Accounts to 2 per cent. per annum on Daily Balance and on Fixed Deposits at Rates that may be ascertained on application.

N. C. WILSON,
Manager.

7, Queen's Road Central,
Hongkong, February 11th, 1924. [30

BANQUE DE L'INDO-CHINE, PARIS.

Head Office 96 Boulevard Haussmann, Paris.

Subscribed Capital	Frs. 72,000,000.00
Paid-up Capital	Frs. 62,400,000.00
Reserve Fund	Frs. 59,667,283.54

Branches

Bangkok	Hongkong	Saigon
Battambang	Mengtze	Shanghai
Canton	Noumea	Singapore
Djibouti	Papeete	Tientsin
Haiphong	Peking	Tourane
Hankow	Pnom Penh	Yunnanfu
Hanoi	Pondicherry	

Bankers:

In France: Comptoir National d'Escompte de Paris; Crédit Lyonnais; Banque de Paris et des Pays-Bas; Crédit Industrial et Commercial; Société Générale.

In London: The National Provincial and Union Bank of England, Ltd.; Comptoir National d'Escompte de Paris; Crédit Lyonnais.

In New York: J. P. Morgan and Co French-American Banking Corporation; Guaranty Trusty Co., of New York.

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.

Every description of Banking and Exchange Business transacted.

A. LECOT,
Manager.

Hongkong, 20th March, 1914. [32

THE BANK OF EAST ASIA, LTD.

Head Office:—
No. 10, Des Voeux Road Central, HONGKONG.

Established 1918.

Authorised Capital	$10,000,000.00
Paid-up Capital	5,000,000.00
Reserve Fund	750,000.00

Every description of Banking and Exchange business transacted. Loans granted on approved securities.

Interest allowed on Current Deposit Accounts at the rate of Two per cent. per annum, on Savings Accounts Four per cent. per annum, and on Fixed Deposits at the following rates:—

Per annum.
For 3 months at the rate of 3 per cent.
For 6 " 4 "
For 12 " 5 "

KAN TONG PO,
Chief Manager.

Hongkong, March 15th, 1924. [84

INDUSTRIAL AND COMMERCIAL BANK, LTD.

Head Office:
York Building, Chater Road, Hongkong

Branches:
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Hankow—British Concession.

Correspondents in
London, New York, Chicago, San Francisco, Vancouver, B.C., Honolulu, Singapore, Penang, Tientsin, Swatow, Macao, Canton and all Commercial centres of China and abroad.

Prompt Service.

Attractive Rates for all kinds of Deposits Enquiries are welcomed.

T. H. MAI,
1962] Manager.

THE YOKOHAMA SPECIE BANK, LIMITED.

Capital (fully paid-up)	Yen 100,000,000
Reserve Fund	Yen 74,500,000

Head Office: Yokohama.

Branches and Agencies at:

Batavia	Kobe	Soerabaya
Bombay	London	Rangoon
Buenos Ayres	Lyons	San Francisco
Calcutta	Los Angeles	Seattle
Changchun (Changchun)	Manila	Shanghai
Dairen (Dalny)	Nagasaki	Singapore
Fangtien (Mukden)	Nagoya	Shimonoseki
Hamburg	Newchwang	Sydney
Hankow	Osaka	Tientsin
Harbin	New York	Tokyo
Honolulu	Peking	Tsinanfu
Kai Yuan	Rio de Janeiro	Tsingtao
		Vladivostock

Interest allowed on Current Accounts.
Deposits received for Fixed Periods at to be obtained on application.

T. NISHIYAMA, Manager.

Hongkong, 24th July, 1924. [33

NEDERLANDSCHE HANDEL MAATSCHAPPIJ.

[Netherlands Trading Society.]
BANK.

Established 1824.
Hongkong Branch established 1906.

Authorised Capital Guilders	150,000,000 (£12,500,000)
Paid-up Capital	80,000,000 (£6,666,670)
Reserve Fund	23,042,032 (£1,670,419)
Special Reserves	23,660,000 (£1,388,330)

Head Office:—AMSTERDAM.

Eastern Head Office:—BATAVIA.

BRANCHES:—Bandjermasin, Bandoeng, Bombay, Calcutta, Cheribon, Djember, Djokjakarta, The Hague, Kobe, Kota Radja, Makassar, Medan, Padang, Palembang, Pecalongan, Penang, Pontianak, Rangoon, Rotterdam, Samarang, Shanghai, Singapore, Soerabaia, Soerakarta (Solo), Tegal Tjilatjap and Weltevreden.

LONDON BANKER:—National Provincial Bank, Ltd.

Correspondents all over the World.

BANKING BUSINESS OF EVERY DESCRIPTION.

J. J. STAARGAARD,
Acting Agent.

THE BANK OF CHINA. 中國銀行

(Specially authorized by Presidential Mandate of the Republic of China on the 22nd of November, 1917.)

Authorized Capital	$30,000,000.00
Paid-up Capital	18,278,600.00
Reserve Founds	9,629,435.24

Head Office:—Peking.

Hongkong Branch:—4, Queen's Road Central. Branches and Sub-branches all over China, and Correspondents in Europe, America, and other parts of the world.

London Bankers:—The National Provincial and Union Bank of England, Ltd. The Guaranty Trust Co. of New York.
New York Bankers:—The Irving National Bank. The Equitable Trust Co., New York.

Interest allowed on Current Accounts and Fixed Deposits. Terms on application.

Every description of Banking Business transacted.

Loans granted on Approved Securities.

Special facilities for Home Exchange.

TSUYEE PEI,
Manager.

Hongkong, September 6th, 1921. [33

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